

US Air Force

THE NEW CENTURY



Bob Archer



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Photograph on front cover and title page:
**Lockheed Martin F-22 Raptor 91-4001 leads
second prototype 91-4002 over the high Sierras
in northern California while on air test from
Edwards AFB. The F-22 is set to become the
cornerstone of the US Air Force air defence
mission. Lockheed Martin**

Below: **B-1B 85-0091 coded 'EL' of the 77th BS,
28th BW, based at Ellsworth AFB, South Dakota
was at RAF Fairford in June 1999. It was one of
those upgraded to Block D standard with the
integration of a towed repeater decoy system to
enhance its defensive capability for Operation
'Allied Force'. Bob Archer**

Opposite: **347th Wing F-16C 90-0763 displaying
its bombing mission tally from sorties over
southern Iraq as part of Operation 'Southern
Watch'. The Wing's home base is Moody AFB,
Georgia. The symbols include 800lb GBU-12
and 2,000lb GBU-10 laser guided bombs.
Steve Hill / Mil-Slides**





Introduction

US Air Force: The New Century has its roots in the book *United States Military Aviation: The Air Force*, which was produced in 1980 by Midland, in their benchmark series on 'Military Air Arms'. However, the detailed individual aircraft histories included then have been omitted this time, in favor of a more wide-ranging review and much improved all-color illustration, made possible by advances in our production technology since the original volume.

This new book sets out principally to give an overview of the organization, its equipment and roles at the beginning of the new millennium, although it also provides a brief account of the evolution of the Air Force. A huge reorganisation, begun in the aftermath of the Gulf War, has now been implemented, enabling the Air Force to plan for the new challenges of the 21st Century. The Command Structure guides the reader through these changes, and signposts the way forward into the future. By far the largest section of the book chronicles the active duty flying wings and autonomous groups. Much of the detail for this section was obtained from the Air Force Historical Research Unit, to whom I am indebted.

Every active duty flying unit is recorded with their lineage, aircraft assignments, and home stations. The book has the dual purpose of being a guide to the current US Air Force, as well as being a source of reference to researchers seeking further information on commands, units and aircraft types. The work is not intended as an official record, and any errors or omissions are entirely my responsibility.

This volume is the result of countless hours of research employed to obtain, check and double check many the many thousands of individual facts for accuracy. Much of the information covering recent years has been well documented by respected authors, and therefore can be considered as factual. However, for the period from 1947, when the Air Force first became independent, until the Vietnam War period, at least, a wealth of information is still waiting to be discovered. The main cause for this rests with the unfounded fear of 'giving too much away' to the other side, during the early Cold War period. The need to maintain security was paramount, and besides, there was not the freedom of information which is enjoyed today. Furthermore the methods of acquiring information then were not as straight forward as that possible today.

The advent of the internet has offered an explosion of information, with the US Government and the military posting an astonishing amount of data. Much of the background detail has been obtained from official sources on the internet. Friends have provided a considerable amount of additional detail, and in more than one instance, even proved the US Air Force records to be wrong! Colin Smith and Dave Wilton, in particular, provided much of the data relating to aircraft operated by the active duty wing and group histories, while Lindsay 'Eccles' Peacock proof-read some of the sections, and offered invaluable advice. The late *British Aviation Review* was a constant and invaluable source of reference.

It would be impossible to credit everyone who helped, although the following contributed items of information: Greg Caries of Lockheed Martin, Colin Clark of Gulfstream, Paul and Phil Cossey, Dougie Couch, Steve Hill, Colin Johnson, John Pike of the Federation of American Scientists, and Iris Reiff of the 52nd FW PA office. Various public affairs offices at bases worldwide provided all manner of items of verification. Bernie Parsons and Graham Wickens helped with technical support, particularly with my personal computer, attempting to drag the author into the 21st century in such matters.

I am thankful to friends who opened up their photograph collections to provide illustrations, particularly Paul Bennett, Paul Bigelow, Joe Bruch, Bob Dorr, Peter Foster, Mai Gault, Robert Greby, Kevin Jackson, George Pennick, Brian Rogers, Peter Rolt, Andy Thomson, as well as Alec Molton and Mike King of Mil-Slides. These friends also contributed additional material. The team at Midland Publishing deserve huge thanks, yet again, for unscrambling the data and producing the finished work in record time.

Finally (and not wishing to sound like an Oscar winner) I would like to thank my wife Susanne for her undying support throughout the year it took to prepare this work, and to the children Georgia and Victoria, who did their utmost to press computer keys in the middle of the text!

Bob Archer
Bury St Edmunds, England

April 2000

Abbreviations

Units		:	RW	Reconnaissance Wing	DE	Delaware
AACS	Airborne Air Control Squadron	1	SOF	Special Operations Flight	FL	Florida
ABG	Air Base Group	1	SOG	Special Operations Group	GA	Georgia
ABS	Air Base Squadron		SOS	Special Operations Squadron	HI	Hawaii
ABW	Air Base Wing	i	SOW	Special Operations Wing	IA	Iowa
ACG	Air Control Group	1	SW	Space Wing	ID	Idaho
ACW	Air Control Wing	:	Tc	Test Centre	IL	Illinois
ADS	Air Demonstration Squadron	:	TEG	Test & Evaluation Group	IN	Indiana
ADS	Air Defense Sector	:	T&ES	Test & Evaluation Squadron	KS	Kansas
AG	Airlift Group		TG	Training Group	KY	Kentucky
ALF	Airlift Flight		TG	Training Group	! LA	Louisiana
AMW	Air Mobility Wing	1	TRS	Training Squadron	! MA	Massachusetts
ARG	Air Refueling Group	1	TRW	Training Wing	! MD	Maryland
ARS	Air Refueling Squadron		TS	Test Squadron	! ME	Maine
ARW	Air Refueling Wing	1	TSS	Test Support Squadron	; MI	Michigan
AS	Airlift Squadron		TW	Test Wing	! MN	Minnesota
ATS	Aerial Targets Squadron		USAFWS	USAF Weapons School	! MO	Missouri
AW	Airlift Wing		WEG	Weapons Evaluation Group	\ MS	Mississippi
BS	Bomb Squadron		Wg	Wing	j MT	Montana
BW	Bomb Wing		WRS	Weather Reconnaissance Squadron	! NB	Nebraska
CTS	Combat Training Squadron				! NC	North Carolina
del or Del	detachment or Detachment		Bases		: ND	North Dakota
ECS	Electronic Combat Squadron		AAB	Army Air Base	1 NH	New Hampshire
EWG	Electronic Warfare Group		AAfld	Army Airfield	\ NJ	New Jersey
FG	Fighter Group		AAF	Army Air Force	: NM	New Mexico
FITS	Flight Test Squadron	!	AB	Air Base	\ NV	Nevada
FS	Fighter Squadron		AFAF	Air Force Auxiliary Field	1 NY	New York
FTG	Flying Training Group		AFB	Air Force Base	; OH	Ohio
FTS	Flying Training Squadron		Afld	Airfield	OK	Oklahoma
FTW	Flying Training Wing		ANGB	Air National Guard Base	! OR	Oregon
FW	Fighter Wing		ARB	Air Reserve Base	PA	Pennsylvania
FWS	Fighter Weapons School		ARS	Air Reserve Station	PR	Puerto Rico
Gp	Group		JRB	Joint Reserve Base	RI	Rhode Island
HF	Helicopter Flight		MAS	Naval Air Station	SC	South Carolina
HS	Helicopter Squadron	:	RAF	Royal Air Force	! SD	South Dakota
IW	Intelligence Wing		RVN	Republic of Vietnam	TN	Tennessee
MATS	Materials Squadron				TX	Texas
MS	Missile Squadron		States		UT	Utah
OG	Operations Group		AK	Alaska	VA	Virginia
OL	Operating Location		AL	Alabama	VI	Virgin Islands
OL-CH	Operating Location - Camel Hump		AZ	Arizona	! VT	Vermont
OL-FR	Operating Location - France		CA	California	WA	Washington
RQG	Rescue Group		CO	Colorado	WI	Wisconsin
RQS	Rescue Squadron		CT	Connecticut	WV	West Virginia
ROW	Rescue Wing		CZ	Canal Zone	WY	Wyoming
RS	Reconnaissance Squadron	!	DC	District of Columbia		

Evolution



The United States Air Force is without question the most technologically advanced air arm in the world, possessing in both quantity and quality a capability beyond the wildest dreams of most other air arm commanders. The current strength of the USAF is approximately 6,300 fixed and rotary winged types. This figure is unlikely to see any significant change in the short term, although it will decrease slightly towards the end of the present decade as the F-22 Raptor begins to enter service, replacing the F-15 Eagle, but not on a one-for-one basis. Early in the next decade the winner of the Joint Strike Fighter competition will begin to become operational, enabling older F-16C and D models to be retired. Helicopters including the MH-53 Pave Low will also be replaced by the highly capable CV-22 Osprey. The AL-1A Airborne Laser should also be in service offering the Air Force an unprecedented capability to

destroy enemy missiles in the boost phase !

Most of the other current types will continue in service, having received upgrades to extend their careers for periods far beyond that originally planned. With design and development of new programs being so costly, it has become far more viable, in many cases, to extend the service lives of existing airframes by incorporating state-of-the-art improvements. Aircraft such as the B-52 and KC-135 are both planned to remain in service for several more decades, with the likelihood of both types seeing a career spanning more than 70 years. The advent of low-observability technology, however, has created a necessity for the Air Force to replace less stealthy fighter and fighter bomber types, although the high cost has been partially counter-balanced by orders for fewer aircraft. The enhanced capabilities of these designs should enable a higher

The first of 50 planned CV-22 Osprey tilt-rotor aircraft will begin to join AFSOC in 2003, initially with 16th SOW at Hurlburt Field, Florida. Bell/Boeing

survival rate on the battlefield. The non-stealthy F-15, in service with the US, Israel and Saudi Air Forces, has achieved a remarkable kill ratio of more than one hundred for the loss of none. This remarkable tally has been achieved by a combination of a superlative aircraft matched with highly trained pilots. The advent of 'Red Flag' exercises, for example, has provided pilots with the opportunity to receive realistic experience of combat scenarios, enabling them to be familiar with the tactics to be employed operationally. The training realism enables the adage 'you train as you fight' to become the by-word for the modern day fighter pilot. While it is not possible to fully re-create actual combat, exercises such as 'Red Flag' are the next best thing.



The advent of unmanned craft is only in its infancy. Already reconnaissance missions are routinely undertaken by comparatively inexpensive Unmanned Aerial Vehicles (UAVs). Other craft are being studied which may eliminate the pilot from direct confrontation with an enemy in several roles. The implementation of UAVs will also reduce the reliance upon deploying forces overseas in certain circumstances. The airborne early warning (AWACS) force, for example, is one of the most effective, yet overworked teams in the Air Force. The demands placed upon AWACS personnel are colossal, although there are plans in the pipeline to help reduce this burden by developing early warning UAVs. These will monitor specific areas and relay data immediately to a single E-3 Sentry, thereby reducing the need for several aircraft operating simultaneously over a battlefield. The RC-135 'Rivet Joint' is another community in high demand with a vast commitment, particularly overseas. This too is likely to have its workload reduced at some stage by additional UAVs.

Throughout the forty years of the Cold War, the Air Force was maintained as a massive organization, designed primarily to be a deterrent as its first stage. The number of combat aircraft was kept at a level capable of successful retaliation in the event of deterrence failing. The likelihood of direct confrontation between the two super powers, was always a possibility, although the key element in its prevention was a strong and well armed military. The Soviet Union was convinced, certainly during the latter years of the Cold War, that such a campaign against the US would escalate into nuclear warfare. Documentary evidence received from former eastern bloc governments has shown that the Soviet military had clear plans to invade western Europe by several armored thrusts backed by air power. The fact that such an invasion did not take place proves that the deterrent factor worked, almost certainly with the threat of nuclear strikes on Russian cities, being the gamble which their leadership was not prepared to take.

The peace dividend provided by the elimination of the threat from eastern Europe, and the scaling down of both side's arsenals through various treaties, has

enabled several rounds of cutbacks to take place. Furthermore, the break up of the Soviet Union into the Confederation of Independent States (CIS) has further reduced tension in western Europe. Many of the smaller CIS nations are unable, or unwilling to operate vast numbers of sophisticated weapons. Even Russia itself has found it increasingly difficult to maintain its enormous military at Cold War levels.

The USAF has switched from sheer weight of numbers, to a service equipped with remarkably effective weapons systems in much smaller quantity. These weapons have been tailored to meet the challenges facing the Air Force as it embarks upon the new world order in place at the start of the 21st century. Several rounds of severe cutbacks have taken place, pruning the USAF to an unprecedented level.

From humble beginnings ...

The Department of the Air Force was established on 18 September 1947 as an agency of the Department of Defense. The National Security Act authorized the creation of the United States Air Force as a separate entity from the US Army. On 26 September 1947 the Defense Secretary signed the order authorising the transfer of Army Air Forces personnel from the Department of the Army to the new Department of the Air Force. In effect this created the United States Air Force, with establishment on an equal footing with the Army and Navy.

The USAF can trace its heritage to events at the very start of the twentieth century. Attempts by far sighted, and extremely brave aviation pioneers to design aircraft capable of sustained flight had been ongoing for a number of years. In January 1905 brothers Wilbur and Orville Wright approached the War Department with an offer to provide the government with a heavier than air flying machine. The offer was examined by the Board of Ordnance and Fortifications, but rejected as there were other more pressing needs to be considered. An earlier attempt to obtain an airplane had ended in disaster when a design by Samuel P Langley crashed into the Potomac River while under test. The role of airships, gliders and airplanes in warfare had yet to be fully

understood at that time. Balloons had proved themselves to be of value militarily with the Signals Corps during the American Civil War, but little further progress had been made with manned flight by the Army.

Undeterred, the Wright Brothers patented their design in 1906 and continued with development. President Theodore Roosevelt had shown interest in the concept and authorized the Signal Corps to establish an Aeronautical Division. The new organization began work on 1 August 1907, and early the following year ordered a dirigible balloon similar to the Zeppelin type, and contracted with the Wright Brothers for an airplane. The first model crashed, but a replacement was delivered in 1909. Progress with aviation was slow, although Congress approved the first appropriation for military aviation in 1911. The Navy was also taking an interest in aviation with programs of their own. Early efforts to separate the aviation section from the Signals Corps ended in failure. However the Corps did form the Aviation Section in 1914 signifying recognition, and accepting responsibility for operating military aircraft. The First Aero Squadron was formed in 1916 and began operations on the Mexican border. Despite being woefully inadequate, it did prove the value of aircraft and led to the allocation of funds for more suitable equipment.

World War One

The US entered World War One in April 1917. During the intervening years since the acquisition of the first aircraft in 1909 only 142 aircraft had been delivered. In May 1917 the French government made a request which was to have a most profound impact on the US aviation industry. The French needed 5,000 pilots, 4,500 aircraft and 50,000 ground personnel. The request was approved, with the US Congress making \$640 million available to fund the requirement. The first US flying units arrived in France during the Fall of 1917, and the presence gradually increased as more squadrons were formed and trained. The US squadrons flew alongside those of the French and British to conduct operations. The war ended on 11 November 1918, with the US possessing 45 squadrons equipped with 740 airplanes, flown by 744 pilots, 457 observers and 23 gunners. Hundreds more had been lost due to poor training and inexperience. Despite these shortcomings the US flew more than 35,000 combat hours over enemy lines, accruing 13,000 pursuit and 6,000 observation flights. A total of 150 bombing raids was mounted, delivering 275,000 pounds of explosives.

The ultimate peace dividend! More than 100 B-52s, of several different sub-types, being scrapped within AMARC at Davis Monthan AFB, Arizona in October 1994. The aircraft have been sectioned, and carefully placed on the ground to enable Russian satellites to monitor the destruction process in compliance with strategic arms limitation treaties. Bob Archer

F-100A 52-5777 in the colorful markings of the 388th FW. The Super Sabre epitomized the early Cold War era, serving in the United States, Europe and the Far East, before making a significant contribution during the Vietnam War. Alec Molton / Mil Slides

By the end of the war the air arm was composed of 1,200 officers and 185,000 other ranks. Lessons were learnt which pointed to a future role. By August 1918 the Aviation Section was removed from the Signals Corps and designated as the Air Service. Air power had conducted a comparatively small role, but had proved the potential as a serious factor which could be exploited. Demobilisation followed the Armistice, with the Air Service shrinking to 10,000 personnel by June 1920. On 4 June 1920 the Air Service was assigned to the Army as a combatant arm by order of the Army Reorganisation Act. This placed an authorized strength of 1,516 officers and 16,000 enlisted, with a requirement that 90% of the former were pilots or observers. Continued requests for independence from the Army enabling the Air Service to be autonomous led to nothing. Despite the wrangling over independence, the acquisition of new more modern equipment enabled the Air Service to demonstrate capabilities including record breaking flights. The Air Corps was established in July 1926, replacing the Air Service, and strengthened military aviation. Aircraft development continued with the construction of metal and monoplane design, coupled to more powerful engines. The General Headquarters Air Force was formed in 1935 as an additional unit within the Army. The new organization was established as the operational air arm, while the Air Corps retained responsibility for supply and training. However the need for a single administrative control element became apparent, with the Army Air Force being created on 20 June 1941. The new USAAF set to work planning on an expansion program to increase personnel levels and introduce vast numbers of aircraft into service.

The Second World War

The United States sat on the sidelines throughout the 1930s as the signs of war in Europe and Far East began to unfold. The Japanese conquest of Manchuria in 1931 set the stage for events which would reshape history. On 1 September 1939 Hitler's forces crossed the border into Poland. In the space of just 16 days the crack German panzer divisions conquered the Polish nation, wiping out their army in the process. France and Britain, who had both promised

to aid Poland if Germany attacked, were suddenly at war. The inevitability of a full scale conflict in Europe suddenly aroused fears in the USA that it might eventually be involved. In 1939 the US had a modest air arm composed of 26,000 personnel, which was little more than ten per cent of the 200,000 men in the Army. The American fledgling aerospace industry also found itself with large orders for aircraft from Britain and France, as well as the US Army which began to realize it needed to make some preparations. Norway fell to the Germans in April 1940, followed soon afterwards by Belgium and the Netherlands. By June most of France had been occupied. Only the English Channel prevented Britain from coming under German control. Rearming the US became all the more urgent, with the Army requesting vast sums of money to purchase weapons. The Lend-lease Act of March 1941 boosted heavy bomber production significantly. The Secretaries of War and Navy established a group of young officers with the task to estimate the overall production requirement which would be sufficient to defeat potential enemies. Air War Plans Division 1 was presented to the President in September 1941 and proved to be remarkably accurate.

Shortly before 8 am local time on 7 December 1941 a force of 183 Japanese aircraft began attacks on strategic targets across Hawaii including Hickam Field, Wheeler Field and the naval bases at Pearl Harbor, Ford Island and Kaneohe Bay. Defending air squadrons were taken by surprise with most of the aircraft being destroyed on the ground, or prevented from take off due to damage to their airfields. US warships were sunk at their moorings, although as luck would have it, the three US aircraft carriers assigned to the Pacific Fleet were all at sea and were undamaged. The Japanese lost 20 bombers, nine fighters and 55 aircrew. The entire operation, which was launched from six aircraft carriers, had been accomplished in less than five hours. The US was at war whether it liked it or not.

Military planners assessed the situation and placed the defeat of Germany as its top priority, with the conquest of Japan a close second. The ongoing German advance continued through the Balkans and into North Africa, while the Japanese had

expanded their influence westward through South East Asia and east across the many small islands spanning the Pacific Ocean. The British and US joint plan for Europe was to take the offensive to the enemy by attacking his military facilities and industrial complexes around the clock. However to do this effectively there needed to be a large heavy bomber force in place. The US began ferrying substantial numbers of heavy bombers to Britain, while aircraft manufacturing plants in the US and UK stepped up production. The US Eighth Air Force began to be established in February 1942 as the commanding element in England.

While the offensive from England gained momentum, the US and British decided to mount an invasion of North Africa during the latter part of 1942. The Twelfth Air Force was formed as the US component. The success of the campaigns enabled US and RAF squadrons to eventually operate from southern Italy, while elements of the Fifth Army landed behind enemy lines to organize a second front. Meanwhile in northern Europe the USAAF and RAF continued to take their toll on the German war machine. The air campaign preceding Operation 'Overlord' involved the destruction of every conceivable target in northern France. On 6 June 1944 the Allies stormed the Normandy Beaches. Aircraft continued to pound enemy targets, although a disinformation campaign had led the Germans to believe the invasion would be in the area of Calais. While stiff opposition was met, the Germans had been fooled, and the Allies managed to break from the coast and advance. During the following weeks, the Germans could not manage to fly fighter aircraft in the area as the Allies had gained overwhelming air superiority. Gradually the Germans retreated from France and Belgium and by September 1944 the Allies were in a position to attempt to cross the River Rhine at Arnhem in the Netherlands. The Battle of the Bulge was met with some success for the Germans, although the combination of sustained tactical bombing with a fierce ground offensive decimated the 25 German divisions which collapsed in the face of the Allied counter offensive. The Luftwaffe was also beaten. It had flown hundreds of sorties, and although it inflicted considerable damage it suffered heavy losses



due to the inexperience of its pilots. Heavy bomber raids on airfields reduced the Luftwaffe capability, in a campaign which was to be its last major effort.

As the Germans continued to suffer loss of territory, the heavy bombers began to concentrate on a strategic offensive by attacking oil facilities. The campaign worked and by June 1944 production was halved. Throughout the Winter of 1944 bad weather forced Allied bombers to use radar to acquire their targets. The Allies pushed through the Rhineland during early 1945, and by the Spring the final defenses had crumbled. In the East the Russian's offensive across Poland had met with equal success. On 25 April American and Russian forces met at the River Elbe, and the Nazi government surrendered unconditionally on 7 May. Air power, and in particular the establishment of air superiority, had been the deciding factor which enabled the ground forces to advance with less enemy opposition.

War in the Pacific

The attack on Pearl Harbor in December 1941 was the first of several offensives as the Japanese captured American territory across the Pacific Ocean, including Guam and the Wake Islands. Within the Asian continent, Malaya and Singapore fell to the Japanese soon afterwards, followed by Thailand and Burma. US forces began to be assembled to halt the offensive and prevent the Japanese from their expansionist ideals. On 18 April 1942 sixteen B-25 Mitchell bombers took off from the aircraft carrier USS *Hornet* in a spectacular low level attack on Tokyo and other Japanese targets. All sixteen aircraft crash landed in China afterwards, but most of the crews were saved. Led by Lt Col James Doolittle, the raid did little physical damage, but had a profound effect on Japanese strategy. Battles were launched from aircraft carriers at sea, with the Japanese determined to destroy the American war machine. The Battle of Midway on 3 and 4 June 1942 was a great victory for the Americans, as the Japanese lost four aircraft carriers. The Japanese occupied many strategically important islands across the Pacific, with the US Navy being tasked to dislodge them using firepower from warships as well as fighter bombers from aircraft carriers. In almost every battle, air operations spearheaded the ground invasion. Recapture of the Philippines greatly weakened the Japanese in the western Pacific, and enabled the Americans to plan for sustained attacks on Okinawa, and eventually Japan itself. On 1 April 1945 the US began the invasion of Okinawa. The Japanese offered stiff resistance, with kamikaze suicide tactics damaging many US warships, but eventually the island fell. The Ryukyu Islands then became a launchpad for US operations against the Japanese mainland.

In the Far East, the US and allies began to attack Japanese strongholds in Burma, Singapore, Malaya and parts of China. The formidable Himalayan mountains lay between India and China, requiring an air transport operation which was extremely precarious. Slowly the resupply effort improved. Air power again enabled forces on the ground to take the offensive. Early in 1945 the British drove the Japanese out of Burma. This success was followed by additional victories across the Far East.

The B-29 had proved to be an exceptionally effective heavy bomber in the Pacific theater. As the US forces drove back the Japanese, American bombers were able to use the airfields on the recaptured islands. In particular the Marianas, which were 1,500 miles southeast of the Japanese mainland, offered the possibility of inflicting massive damage on the manufacturing base. However the Marianas were still under Japanese control, with the only choice available being to operate from India with staging bases in China. The logistics involved were awe inspiring as most of the fuel had to be carried by the B-29s into China before operations could begin. Despite these setbacks, the campaign had a limited success. The fall of the Marianas to the US came in June 1944, with Guam and Tinian offering facilities for the B-29s. On 24 November 1944 the B-29s began their campaign against Japan. Results were disappointing due to various factors. A change of tactics to low level mission using incendiary bombs had devastating effects. The attacks wiped out whole areas of towns and cities, but despite the ferocity of the campaign the Japanese leaders resisted all calls to surrender. The final blow was the delivery of an atomic bomb on the city of Hiroshima on 6 August 1945 by 509th Composite Group B-29 *Enola Gay*. Three days later *Bock's Car* delivered a second bomb on Nagasaki. With the likelihood of more atomic bombs on their cities, the Japanese agreed to a surrender on 10 August. The unconditional surrender had come about without a US soldier setting foot on mainland Japan. Air power had proved to be a decisive factor in both Europe and the Far East, and had established itself as an equally important part of the overall military strategy.

The Cold War

The US Army Air Force had grown in size and importance, and proved itself to be urgently in need of being a separate entity. Plans were drawn up for the segregation, and on 26 September 1947 the US Air Force was created. As these plans were being prepared, the outlines of the Cold War were becoming increasingly discernible. The Marshall Plan for economic aid to the war ravaged countries of Europe, and the Truman Doctrine to aid countries threatened by aggression, were put into action in 1947. This resulted in numerous nations showing their allegiance to one side or the other.

The postwar demobilisation brought about a huge loss of capability, with the vast majority of its combat elements being ineffective at best. The separation from the Army was a smooth operation, due primarily to preparations having begun some months earlier. The transfer of personnel and assets was a gradual process which continued into 1948. Initially the Air Force's prime capability for the implementation of US deterrence were a number of atomic bombs and several hundred obsolete World War Two bombers. The answer to the ineffectiveness lay initially in reorganising the entire structure, which had begun in 1946 with the creation of Air Defense Command, Strategic Air Command and Tactical Air Command. Further commands were formed to control training, aerial transportation, and research, as well as the Air Force's activities abroad, and its reserve component.

The creation of these organisations was timely as the postwar period was a time of great tension between the two emerging superpowers of Russia and the United States. On 1 June 1948 the Air Transport Command merged with the Naval Air Transport Service to form the Military Air Transport Service. Three weeks later the Russians severed all surface links between the western occupied sectors of Berlin and the outside world in an attempt to force abandonment of the city. Rather than simply succumb to the Russian threat, the US, British and French began airlifting supplies into the city. The task required more capacity than was readily available from units stationed in Europe, with other commands worldwide making available additional C-47s and C-54s. The task force began an around the clock operation, which continued unabated for almost a year. The Russians eventually lifted the blockade on 12 May 1949, although stocks of food, medicine and fuel were low, requiring airborne resupply to continue until the end of September 1949. The US had shown the Russians it was prepared to back its allies unconditionally. In addition the airlift proved to Air Force planners the need for a well equipped transport service with larger, more capable aircraft.

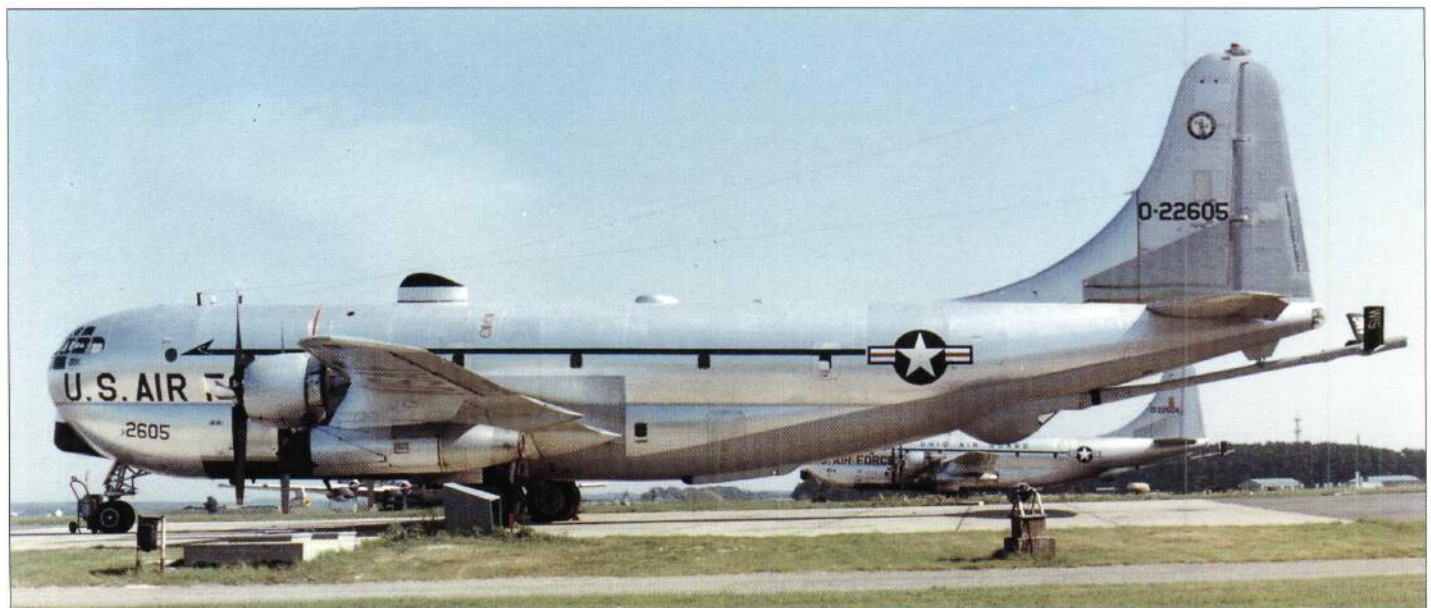
While the airlift was responding to the immediate task, and at the same time calling the Russian bluff, legendary 'hard man' Lt General Curtis E LeMay was assuming the helm of Strategic Air Command. He replaced General George C Kenney in October 1948. What confronted Gen LeMay was a disorganized and largely ineffective force of bombers numbering 35 B-50s, a similar number of B-36s, and almost 500 B-29s. LeMay set out to establish the command as the primary visible deterrent. Within a very short time SAC was to become synonymous with being the 'big stick'. The elderly B-29s continued in service, but were supplemented by additional numbers of B-36s and B-50s. The new jet powered designs, then being developed, offered SAC unprecedented capabilities of speed and range, providing the command with a truly worldwide, rapid response to any threat. The B-47 Stratojet and the B-52 Stratofortress bombers were ordered in vast numbers to form an organization never seen before, and the like of which will never be seen again.

The B-47 Stratojet was the first jet aircraft to enter SAC service. Dozens were forward deployed to overseas locations, including bases in the UK, on a regular basis to act as a deterrent. RB-47H 53-4296 was a significant aircraft, as it was the last Stratojet to be retired by SAC, leaving the Command on 29 December 1967. Steve Hill

F-106A Delta Dart 57-2466 of the 101st FIS, Massachusetts Air National Guard. The last of the Century Series, the F 106 played an important part in the defense of North America, and spanned the period from May 1959 when the type entered service until the late 1990s when the final OF-106 drones were withdrawn. Massachusetts ANG

Throughout the 1950s and into the '60s, the C-124 Globemaster II was the backbone of the heavy airlift capability for MATS. Although slow and noisy, the C-124 nevertheless served faithfully until final retirement in 1974. via Doug Remington





War in Korea

The SAC re-equipment program had barely begun when on 25 June 1950 forces of the North Korean Peoples Democratic Republic crossed the border and invaded the South. The North Korean advance was rapid, capturing most of the South within a few days. The US responded by hastily relocating all available Far East based tactical assets to the region. While tactical units fought the North Korean ground forces, SAC B-29s, which had been deployed to the Far East, began to systematically eliminate the industrial manufacturing base. The counter offensive by the US and allies gradually forced the North Koreans to retreat, so much so that the invaders became the invaded. The rout of the North Koreans was such that they almost reached the Manchurian border. Chinese intervention helped the North Koreans, resulting in a stalemate. As one side gained the advantage, so the other side responded, with territory being repeatedly captured and lost. Negotiations continued in an attempt to find a solution, while the slogging match was fought out on the battlefield. Eventually an agreement was reached and hostilities ceased on 27 July 1953, though officially the war has never ended.

The US Air Force had gained valuable knowledge on the operation of jet aircraft during the Korean war. This had been predominantly in the roles of tactical fighter and air defense. The new F-86 Sabre achieved mastery of the air, achieving more than 800 victories for the loss of just 78 aircraft. The B-29s, which had been considered obsolete a few years earlier, were the backbone of the strategic bombing offensive. The Defense Department issued requests to manufacturers, who responded to the need to develop new, more capable aircraft as a matter of urgency for wartime operations. With the war at an end, the aerospace industry now had the opportunity to refine their designs in a more relaxed climate. The 1950s was the era which ushered in the six Century series fighters, which would make a valuable contribution during peacetime, and be even more of an asset during the Vietnam War. Likewise the jet-powered strategic bomber achieved operational status, and began being deployed overseas in large numbers as a visible deterrent. The aftermath of the Korean conflict saw the remainder of the decade as a comparatively peaceful period. There were the occasional disputes

The F-105 Thunderchief was operational during the Vietnam War from early in 1965 until the United States negotiated a settlement in 1973 and withdrew. The F-105G was employed for electronic warfare duties to counter the surface to air missile threat. F-105G 62-423 of the 35th TFW at George AFB, California in October 1975. Bob Archer

The F-4 Phantom was one of the primary fighter bombers during the protracted Vietnam War. F-4E 67-0269 'JJ' of the 34th TFS, 388th TFW from Korat RTAFB, Thailand, together with other F-4Es, formed with KC-135A 56-3625 over Thailand en route to their target, probably circa 1970. Hugh Muir

Providing a refueling capability while SAC's KC-135 fleet were supporting the war in Vietnam, the KC-97L served with the ten squadrons until the last was withdrawn in 1978. Bob Archer

to contend with, such as that between Formosa (Taiwan) and Communist China, and the 1958 Lebanon crisis. However these were largely 'sabre rattling' between foes, which eventually fizzled out. Nevertheless the period saw a huge expansion in the size of the Air Force and its capabilities. To fulfil the worldwide commitment the Air Force stationed large numbers of aircraft in Europe and the Far East, and put in place the ability to resupply and reinforce these if necessary. The Cold War continued to be the overriding factor when planning for contingency operations.

Cuba

During early September 1962 the Soviet Union sent IL-28 tactical bombers, MiG-21 interceptors, SS-4 medium range ballistic missiles along with the longer range SS-5 missiles to bolster the Cuban regime of Fidel Castro. These weapons were delivered by sea, and their disposition posed a direct threat to a large portion of the United States. The US saw this as a political move by the Soviet Union, and countered with a blockade of the shipping lanes in international waters off Cuba. By late October the blockade was in place, with orders to search, and if necessary sink any vessels which contained arms shipments. The US Air Force, along with the remainder of the US military was placed on a high state of alert, with hundreds of additional aircraft relocated to bases in the south east. The confrontation created a high state of tension, with the probability of war between the two superpowers looking extremely high. At a meeting between President John F Kennedy and the Soviet Ambassador to the United States Anatoly Dobrynin, the US made a secret deal. In return for the removal of the weapons from Cuba, the US would dismantle long range missiles from Turkey, which posed a similar threat to the southern Soviet Union. Diplomacy triumphed, and the single most significant confrontation between the US and the Soviet Union gradually eased as the weapons were removed from Cuba.

Vietnam

United States combat forces were first engaged in operations in Vietnam in 1942 when bombers attacked the Japanese who had conquered the country. Operations continued until 1945 when the Japanese were routed. President Harry S Truman issued a general procedure governing the disarming of Japanese forces in the Far East. Indochina was to be divided at the 16th parallel, with Chinese Nationalist forces disarming the north and the British to the south. However the insurgent forces of Ho Chi Minh had assumed control of the region ahead of the Chinese and had issued a declaration of independence, establishing the Democratic Republic of Vietnam on 2 September 1945. The British had taken the view that the south would be returned to French control, and negotiations would begin to permit French forces into the north to replace the Chinese. Agreement was reached, but guerrilla warfare was becoming widespread across southern Vietnam, which at that time was known as Cochinchina. Talks continued, but foundered over the issue of independence. To stem the communist influence in South East Asia, the US agreed that France should have control of Vietnam. As the guerrilla war spread, so the French

sent additional forces to the region and asked for US assistance. Beginning in the Summer of 1950 the US sent advisers to French Indochina, and its successor states South Vietnam, Cambodia and Laos. The USAF also established maintenance and supply detachments to train indigenous personnel on the aircraft loaned to their Air Force. The French battled to maintain influence in the region, but even with reinforcements there seemed little possibility of major conflict being averted. The battle of Dien Bien Phu in May 1954 resulted in the French being overwhelmed by forces of General Giap, effectively ending almost a century of French rule in Indochina.

The conference which followed recognized independence for Cambodia, Laos, and Vietnam, although the latter would remain divided temporarily pending elections to unify the country. The two Vietnams were divided by the 17th parallel, with Ho Chi Minh in the north proclaiming the establishment of the Democratic Republic of Vietnam, while in the south Premier Ngo Dinh Diem declared his state a Republic. This was the start of the divided nation being backed by the two intransigent, opposing superpowers. US involvement was mostly advisory, as was that of China, and to a lesser extent, Russia. Guerrilla warfare tactics by the North were countered by the South. Gradually the US sent more aircraft to monitor the situation.

Early in 1962 the US established the 'Farm Gate' detachments to train South Vietnamese forces. Although the US was ostensibly present in an advisory and training capacity, their involvement gradually increased. The first direct clash between the US and North Vietnamese forces occurred on 2 August 1964 when enemy torpedo boats attacked the destroyer USS *Maddox* in the Gulf of Tonkin. Further attacks on the *Maddox* and the USS *C Turner Joy* two days later resulted in retaliatory strikes against the torpedo boat facilities. The US also agreed to begin attacks against North Vietnamese supply routes into the south to stem the flow of personnel and equipment. The US began to pour more support into South Vietnam, which became increasingly the target for hit and run guerrillas.

Despite an increasing US presence, the South Vietnamese people could see little or no effect on the capabilities of the North Vietnamese forces or the Viet Cong guerrillas. The US was determined to support the South, even though their facilities throughout the country were themselves becoming targets. The US response had been to retaliate only when provoked, with North Vietnam being 'off limits'. However in February 1965 there was need for a more pragmatic approach, with strikes being launched under Operation 'Flaming Dart' against North Vietnamese facilities across the border from the South. The war intensified, with the Viet Cong, backed by the North Vietnamese staging more daring guerrilla raids. The US and South Vietnamese responded with reprisal bombing missions. The B-52 was used for the first time in June 1965 during 'Arc Light' Operations, which were flown from Guam.

The North Vietnamese were extremely adept at using whatever natural cover was available, and did not restrict operations to just South Vietnam. Supply routes were forged through Cambodia and Laos, and despite reassurances at the highest level that there

were no American forces in these two countries, US operations were conducted to stem the flow of weapons into South Vietnam. Supplies were moved at night along the Ho Chi Minh trail, which became the main supply route. The US expended much of its activities towards the destruction of convoys travelling south.

In January 1968 the North Koreans captured the USS *Pueblo* and shot down a reconnaissance EC-121 which was operating off the coast. The US mobilized several Air National Guard and Air Force Reserve units, and dispatched other front line assets to bolster PACAF forces in South Korea. The crew of the USS *Pueblo* were returned unharmed soon afterwards.

Early in 1968 the US offered to suspend combat operations as a goodwill gesture to coincide with the Tet New Year holidays. The North Vietnamese seized the opportunity by attacking major cities and military establishments across South Vietnam. Eventually the invaders were forced back, but not without losses on both sides. More goodwill gestures followed and finally the North Vietnamese began truce negotiations in Paris in July 1969. The US began to withdraw some of its forces late in 1969 to appease public pressure back home. During December 1971 and April 1972 the US resumed bombing operations. Procrastination by the North Vietnamese led to Operation 'Linebacker' using B-52s to help break the stalemate. North Vietnamese representatives walked out of the peace talks, resulting in 'Linebacker II' beginning in December 1972 with dozens of raids by B-52s conducting a sustained strategic bombing offensive. Despite the loss of 15 B-52s during the period, the US kept up the pressure, forcing the North Vietnamese to negotiate a truce. The offensive campaign ceased on 15 January 1973, and 12 days later an agreement to end the war was signed. The US withdrawal was rapid, with the last combat forces departing by the end of March 1973. After a brief pause, the North Vietnamese re-established the offensive, and on 31 April 1975 the communists entered Saigon, with the government of South Vietnam announcing an unconditional surrender.

In May 1975 the Cambodians captured the merchant ship *Mayaguez*, its 39 crew being interned on Koh Tang Island. The US dispatched additional forces to the region, and mounted a rescue operation. Fifteen CH-53Cs of the 56th SOW from Nakhon Phanom RTAFB and HH-53Cs from the 56th ARRS at Korat RTAFB encountered small arms fire in which two helicopters were shot down. The remaining helicopters received minor damage but were able to carry out their rescue mission successfully.

Post Vietnam

The campaign in South East Asia had involved vast numbers of aircraft, personnel, and resources. Again the US learned a number of valuable lessons, albeit at great cost financially and emotionally. The first was that it could not expect to win a war by running the campaign almost exclusively from Washington. The second was not to try to appease an enemy, particularly those in South East Asia, as that would clearly be interpreted as a sign of weakness. Third, the most effective way to forge a campaign is to strike first and strike hard. The US also learned that the art of aerial engagement, which had been considered outdated

by the advent of missiles, was anything but obsolete. Furthermore there was a need for an effective special forces capability to counter guerrilla warfare.

There was also a requirement for several new aircraft types, with programs being instigated to satisfy these needs. One of the first was for a dedicated air superiority fighter, which eventually resulted in the F-15 Eagle entering service in substantial numbers. Furthermore the requirement for a superlative air-to-ground fighter led to the F-16, which became one of the most remarkable aircraft of the latter part of the 20th century. The F-4 Phantom had performed these two roles effectively, but was often outclassed within certain parameters. The F-105G proved invaluable at defense suppression and led to the conversion of more than 100 F-4Gs as dedicated 'Wild Weasel' aircraft. Electronic warfare became a significant factor to disrupt enemy communications, while reconnaissance platforms such as the SR-71, U-2 and RC-135 were upgraded to enhance their capabilities. The EC-121 provided a measure of airborne early warning, although it was slow and lacked capability. The Boeing E-3 Sentry was ordered into service to extend the role, representing a major leap in technology compared to its predecessor.

The Navy had long realized the benefits of familiarising their fighter pilots with realistic training to provide the necessary expertise in the area of aerial intercept. Through dissimilar combat training, the Navy's Top Gun school provided the experience to enable fighter pilots to fight, survive and master aerial engagements. The Air Force too formed an aggressor capability, initially at Nellis AFB, Nevada, and later within PACAF and USAF. Furthermore the Tactical Fighter Weapons Center at Nellis AFB expanded the program to organize a series of 'Red Flag' realistic combat training exercises. These were tailored to include all manner of fighter, bomber, attack, tanker, electronic warfare and theater airlift units to regularly exercise together.

Operation 'El Dorado Canyon'

The use of terrorism as a weapon against certain governments, particularly the US and some in western Europe, was adopted by radical Muslim groups, and supported by eastern bloc and some Arab leaders. While not conducting this form of aggression directly, nevertheless these nations supported terrorists financially, and provided facilities for training and for safe haven. The USA itself was not a target, as there were much easier locations where terrorists could inflict damage and injury to American assets, with minimal risk to their own survival. American complexes in Europe and the Middle East were ideal. Principal amongst the terrorist supporters was Colonel Gaddafi's Libya.

The US became increasingly annoyed with the Libyan regime, and launched a daring bombing raid on Tripoli and Benghazi on 14 and 15 April 1986. Operation 'El Dorado Canyon' involved strike packages launched from aircraft carriers, as well as F-111s flown non-stop from RAF Lakenheath and RAF Upper Heyford. F-111F 70-2389 was shot down and its crew killed, but the remaining aircraft found their targets, inflicting damage to the Libyan military infrastructure, but more significantly by silencing the vociferous Colonel.

Operation 'Urgent Fury' in Grenada

The 1980s were comparatively free from involvement in major campaigns directly, although there was intervention in Grenada. On 13 October 1983 the Grenadan Army seized power and installed a Cuban backed, Marxist government. Responding to concerns from Caribbean neighbors, the US launched Operation 'Urgent Fury' to invade Grenada twelve days later. 1,200 paratroopers were parachuted into the country by C-141s, and were followed by additional ground troops and their equipment airlifted by C-130s. Initially there was unexpected stiff resistance, although the additional manpower overwhelmed the small Army. By mid-December the US forces had completed their task and left the island, with a pro-American government re-instated.

Cold War Ends

It is not possible to pinpoint exactly when the Cold War began. It started sometime after the end of the Second World War, but as it was a psychological war played out largely over a divided Europe, there was no official start date. However there is one significant date, which above all others, signalled its end. That date was 9 November 1989, and the place was Berlin. The occasion was the breaching of the Berlin Wall, for three decades a physical symbol of the division of Europe. Hundreds of thousands of East Berliners demanded the opportunity to visit the west. Stunned border guards simply did not know how to cope with the situation, and were faced with no alternative but to open the gates. It was not long before the wall, so hated by both sides, was being torn down. That spark ignited the fire which led to the dismantling of the Iron Curtain, eliminated the Warsaw Pact, and saw the eventual break up of the mighty Soviet Union into a number of independent states. The symbolic act also enabled the US Air Force to gradually dismantle its vast European component. During 1989 USAF was composed of eleven flying wings along with three equipping with the BGM-109G ground-launched cruise missiles. More than 700 tactical aircraft were assigned, along with substantially more which could be made available from Stateside units at short notice. Added to this were a further 1,000 aircraft from NATO allies.

F-111F 71-0889 of the 493rd FS, 48th TFW, based at RAF Lakenheath, was one of the aircraft which participated on Operation 'El Dorado Canyon' to bomb Libyan targets in April 1986. Subsequently their F-111s flew more than 2,400 sorties during 'Desert Storm' to attack a wide variety of Iraqi targets. Bob Archer

The F-4G flew 'Wild Weasel' defence suppression sorties throughout 'Desert Storm' with aircraft from the 52nd FW at Spangdahlem being joined by others from the USA. F-4G 69-0244 displayed 23 mission symbols on the splitter plate, while on a goodwill visit to Taszar Air Base, Hungary, in September 1991. Bob Archer

The B-52G performed strategic bombardment exclusively during the 1991 Gulf War, although by that time the terms strategic and tactical had become largely redundant. B-52G 59-2570 of the 2nd BW from Barksdale AFB, Louisiana was stationed at Jeddah, Saudi Arabia during early 1991. Bob Archer



Formed against NATO were hundreds of the Russians' finest warplanes, although their forces had nowhere near the level of competence so often taken for granted in the west. For many years the Soviets could count upon a sizeable back up from the forces of the Warsaw Pact, although as the feeling of discontent spread, so it seemed less likely these armies would participate in a European conflict. Although the two superpowers had faced one another, and even drawn swords occasionally, they never actually came to blows. The world will never know exactly what would have happened had the two sides fought one another, which would almost certainly have culminated in one side, and probably both, using nuclear weapons.

Operation 'Just Cause'

The infiltration of narcotics into the United States from Latin and South America had long been a major concern of the government. Vast sums of money were spent on detection of smugglers, with the military playing an increasing role. Navy E-2s and Air Force E-3s were periodically called upon to provide warning of low flying aircraft attempting to sneak into the USA. The Coast Guard also utilized its assets to the full to track shipping and aircraft containing drug smugglers. The US had suspected that General Manuel Noriega, the head of Panama, had been involved in drug smuggling. As soon as the US was convinced that it had proof beyond reasonable doubt, Operation 'Just Cause' was launched during the early hours of 20 December 1989. C-5s, C-130s and C-141s air-dropped paratroopers, while attack aircraft, including AC-130 gunships, and Army assault helicopters supported the invasion. Included in the composition of the offensive were a pair of F-117s flying the type's combat debut. The F-117s delivered 2,000 lb bombs adjacent to a military barracks. Noriega himself barricaded himself inside the Vatican Embassy in Panama City to seek refuge, with the US establishing around the clock psychological warfare to eventually drive him out. On 4 January he surrendered to the US forces, and was immediately airlifted to the USA inside an MC-130E to face trial.

'Desert Shield' and 'Desert Storm'

On Thursday 2 August 1990, forces of the Iraqi leader Saddam Hussein crossed the border into Kuwait, and within hours had taken control of the Sheikhdom. The speed of the advance was such that neighboring Arab countries, particularly Saudi Arabia, feared they could be next to be invaded. The US immediately dispatched airborne early warning E-3 Sentrys, RC-135 'Rivet Joint' electronic intelligence gathering aircraft and a number of F-15 interceptors to Saudi Arabia. These were followed by dozens of fighter-bomber aircraft, and thousands of Army and Marine soldiers and their equipment to bolster the Saudi military. With the situation contained, the US continued to establish a massive presence in the Middle East and Turkey, while diplomats sought to negotiate the withdrawal of Iraqi forces from Kuwait. A coalition of forces gathered in the Middle East, and set the deadline of 17 January 1991 for Iraq to comply with the United Nations resolution or face the threat of eviction by military force. The deadline passed, with the coalition launching a massive air power assault code

named Operation 'Desert Storm'. The offensive quickly gained air supremacy, enabling packages of fighter bomber aircraft to attack targets without the threat of interception. The air campaign was very successful, destroying hundreds of pieces of armor and eliminating thousands of Iraqi soldiers from battle. The result was that a very easy victory could be achieved when the ground war was launched on 24 February. The Iraqis were routed from Kuwait, and the land restored to its rightful rulers; however the Iraqi regime was only driven back, and continues to be a thorn in the side of the United Nations.

Saddam Hussein turned his attention to the Kurdish tribesmen in the north of Iraq and the Shiite Muslims in the south, inflicting repression and suffering. To prevent further Iraqi military activity, the United Nations sanctioned air exclusion zones above the 36 degrees and below 32 degrees (later raised to 33 degrees) latitude. These areas have been patrolled on a regular basis by aircraft from various countries, but composed predominantly of those from the United States. Currently known as Operations 'Northern Watch' from Turkey, and 'Southern Watch' from Saudi Arabia and Kuwait, the two areas have seen aircrews operating in a constant state of readiness.

There have been several occasions when patrols have encountered Iraqi forces testing the UN's resolve by acting in a provocative manner. These have resulted in bombing raids on Iraqi air defense sites. Furthermore there has been an ongoing game of cat and mouse between the United Nations weapons inspectors seeking production and storage facilities, and the Iraqi authorities hell-bent on preventing them from carrying out their duties unhindered.

Operation 'Desert Fox'

On 17 December 1998 the United States launched attacks on a number of selected industrial and military targets in Iraq after yet more obstructions were imposed upon United Nations weapons inspectors. Code named Operation 'Desert Fox', the initial wave of attacks on the first night of the campaign were made by Tomahawk cruise missiles launched from US Navy warships in the Persian Gulf. The missiles were targeted primarily in the Baghdad area, predominantly at sites suspected of producing weapons of mass destruction, including nuclear, chemical and biological warfare plants, military facilities, security buildings, command and control centers and air defense complexes.

Throughout the four nights of the campaign, aircraft from the United States and United Kingdom flew more than 650 strike and support sorties. US Navy warships launched 325 cruise missiles, while B-52Hs operating from Diego Garcia in the Indian Ocean fired more than 90 air-launched cruise missiles at 100 targets. The campaign was carried out in less than 100 hours, and ended before the start of the holy month of Ramadan. Throughout the first few months of 1999, coalition aircraft, particularly those patrolling the 'Northern Watch' area performed numerous strike sorties against air defense sites which became active with hostile intent. At one stage USAF F-15s and F-16s, along with land based Navy EA-6Bs flown by joint Navy and Air Force crews, conducted daily attacks on air defense positions.

Bosnia-Herzegovina

The break up of the Warsaw Pact included the dismantling of the Yugoslav Republic into several smaller independent countries. While under the leadership of Marshall Tito, feuding factions had been suppressed by the communist regime. However the new found freedom following Tito's death enabled these old feuds to resurface. Serbs, Croats and Muslims, who had lived alongside one another for several decades, returned to their religious-backed ethnic origins. The Serbs in particular sought to gain control of other parts of former Yugoslavia, by conducting a civil war against its neighbors. Croatia was embroiled in conflict, before the Serbs turned their attention to Bosnia-Herzegovina. United Nations concern over the troubled Balkans region eventually led to the UN Security Council passing Resolution 781 on 9 October 1992, banning all military flights over Bosnia.

A NATO Airborne Early Warning Force was established to monitor the airspace, with fighter aircraft from several nations enforcing the air exclusion zone. The US Air Force was included in the contingent of NATO forces, with aircraft flying from Aviano Air Base, Italy under Operation 'Deny Flight'. While the NATO contingent were performing around-the-clock missions, Bosnian Serbs on the ground were destroying Muslim property and killing innocent civilians. The level of aggression by the Bosnian Serbs was such that the NATO operation switched to conducting air strikes under 'Deliberate Force', beginning on 30 August 1995. More than 3,500 sorties were flown, delivering more than 1,000 bombs on Serbian targets. The Serbs had little choice but to attend peace talks held at Dayton, Ohio beginning in late 1995. An uneasy peace was agreed, although the monitoring of activities both in the air and on the ground has continued. The reduction of tension in Bosnia, was only a lull before Serbia switched attention to the next stage in its aggressive onslaught.

'Allied Force'

Months of diplomatic negotiations between representatives of the regime headed by Serbian leader Slobodan Milosevic and NATO Foreign Secretaries to end the purge of ethnic Albanians in the Kosovo region resulted in no agreement being reached. Warnings by NATO heads that armed force would be used to prevent attacks, had little effect, with the Serbian Army and Police continuing to drive out tens of thousands of Kosovars from their homes, while at the same time murdering thousands more. In the meantime NATO members, under Operation 'Determined Force', had gradually assembled a large fighting force of aircraft, ships and weapons at bases in Italy and at sea in the Adriatic. With little likelihood of the Serbs agreeing to stop the aggression in Kosovo, additional aircraft were placed under NATO control including US strategic bombers flown to the United Kingdom. Many of these aircraft had been assigned to impose the air exclusion zone above Bosnia-Herzegovina, and were now assigned to Operation 'Deliberate Forge', a show of power designed to encourage the Serbians to agree to the peace deal without NATO resorting to combat operations. However with the intransigent Serbians refusing to sign, the NATO representatives had no choice but to

launch Operation 'Allied Force', with selected targets across Serbia being attacked by cruise missiles and smart bombs.

The 'Allied Force' Air Tasking Order had approximately 500 aircraft and helicopters at its disposal. The vast majority of these were attack, fighter and fighter/bombers, backed up by strategic bombers, airborne command and control, tankers, combat search and rescue, reconnaissance and transport types. On 24 March 1999 Operations 'Determined Force' and 'Deliberate Forge' became Operation 'Allied Force' as the might of the assembled NATO task force began bombing raids across Yugoslavia. Shortly before 8pm (local time) AGM-86C Conventional Air-launched Cruise Missiles (ALCMs) were launched from B-52Hs flying from RAF Fairford in the United Kingdom. Included in the strike packages were a pair of B-2 stealth bombers of the 509th Bomb Wing which flew a 31 hour round trip mission from their home base at Whiteman AFB, Missouri. The stealth bombers utilize satellite signals to guide their weapons, thereby providing the operation with an all weather capability and enabling the bombing missions to proceed despite cloud cover and fog over the targets. The B-2s followed the cruise missiles and were the first manned aircraft over the targets. The action by the B-2s was the combat debut of the stealth bomber, and was flown under the US Operation 'Noble Anvil'. Each B-2 dropped sixteen 2,000lb Joint Direct Attack Munitions (JDAMs) onto heavily defended targets.

The Serb Air Force flew a number of intercept sorties, although their lack of effective training resulted in three fighters being shot down on the first day. A MiG-21 and a MiG-29 were shot down by F-15Cs of the 493rd Fighter Squadron, 48th Fighter Wing, operating from Cervia, while a second MiG-29 fell to a Royal Netherlands Air Force F-16AM of 322 Squadron operating from Amendola Air Base, Italy.

The US forces suffered their first serious setback during the early hours of 28 March when F-117A 82-806 was brought down 30 miles from Belgrade. The stealth fighter was on a bombing mission and may have been hit by a surface to air missile. The pilot



Mission marking on 347th Wing F-16C 89-2104 of the 68th FS, consist of four BGU-10s. and ten GBU-12s, which were fired at Iraqi targets during Operation 'Southern Watch'. Kevin Jackson

B-1B 85-0097 'EL' of the 28th BW, with eight bombing mission symbols on the nosewheel door, sits alongside 86-0104 from the same unit at RAF Fairford shortly after the completion of hostilities over Yugoslavia. Bob Archer



OA-10A 81-0952 'SP' of the 81st FS, with special marks for the 52nd Fighter Wing commander. Small black silhouettes aft of the nose denote various targets attacked while flying forward air control missions during Operation 'Allied Force' in 1999. Bob Archer





ejected and landed some miles from the impact point of his fighter. After six hours in Serbian territory the pilot was rescued and flown back to Italy.

The strategic bomber force at RAF Fairford included five B-1B aircraft. They remained largely unchanged throughout the campaign, as those aircraft had received the Block D modification to enhance their bombing accuracy and survivability with the installation of the towed repeater decoy system as part of the electronic countermeasures upgrade.

However the majority of the B-52s were flown home towards the end of April, and replaced by ten further aircraft. The lack of Conventional Air Launched Cruise Missiles combined with a change of tactics necessitated the deployment of aircraft with different capabilities. Five of the new arrivals were configured to launch the 3,000 lb AGM-142 'Have Nap' long range, precision strike missile, although only two missiles were used. Other B-52s flew nightly carrying 500 lb Mk.82 general purpose bombs, housed in the bomb bay and on underwing rails. The B-1Bs were also delivering Mk.82 bombs with hundreds of these weapons to be seen on flat bed trailers dotted around the base waiting to be loaded onto the bombers. Some B-52s were also carrying large Cluster Bomb Units containing nothing more harmful than leaflets encouraging the Serbs to give up their fight against the Kosovo Albanians.

The air offensive gradually switched from attacking air defense networks, military complexes and government buildings, to strategic targets such as power stations, bridges, and rail networks. The increased number of combat aircraft combined with an improvement in weather conditions over Serbia and Kosovo enabled NATO combat aircraft to begin an around-the-clock concentrated offensive against the large number of widely dispersed tanks and armor. Despite having dispersed assets across mountainous

and wooded terrain in Serbia, Slobodan Milosevic eventually bowed to the combined military assault and public pressure at home and announced he would remove the Army and Police from Kosovo by early June. It appears his goal of ejecting the Kosovo Albanians had been largely completed, resulting in a massive refugee problem in neighboring Macedonia and Albania.

The NATO air campaign against Serbia was suspended on 10 June 1999 by Secretary General Dr Javier Solana, following consultations with the North Atlantic Council, and confirmation from the Supreme Allied Commander Europe (SACEUR) that the full withdrawal of the Yugoslav security forces from Kosovo had begun. During the 79 days of operations, the combined forces flew almost 34,500 sorties, of which more than 9,400 were strike sorties, while the remainder were aerial refueling, suppression of enemy air defenses, and airborne command and control. The US flew the lion's share, with their contingent numbering almost 700 aircraft and helicopters, while the other NATO members contributed in excess of 300.

The deadline for the Yugoslav forces to vacate Kosovo, and thus ensure that the air offensive would not be restarted, was extended to eleven days as many Serb security forces vehicles were delayed by traffic jams. However the revised deadline of Sunday 20 June was met in full, with NATO peacekeeping forces moving into all parts of Kosovo. The compliance by the Serb forces enabled Operation 'Allied Force' to cease on 10 June and in its place, Operation 'Joint Guard' was established as the NATO peacekeeping element to encourage the displaced ethnic Albanians to return to Kosovo and to prevent the Yugoslav security forces from any further attacks. The agreement also enabled many of the aircraft to begin returning home.

The Future

The composition of the United States Air Force on 1 January 2000 was the smallest it has been at any time since it became independent from the Army 53 years ago. However for what it lacks in overall size, it makes up in capability. The USAF can boast a high-tech, highly capable, compact fighting force, which has been re-organized for rapid movement of its personnel and equipment to prevent and contain a potential foe from endangering its own people and those of its allies. Gone is the need to be poised for a full-scale war with Russia. In its place the Air Force is required to be able to deploy and contain two regional conflicts simultaneously. Without doubt the new world order is anything but stable and the USAF has adapted to meet the challenge following the ending of the Cold War. Throughout most of its 53 years, the Air Force knew its enemy and made preparations accordingly. The stand off across a divided Europe was a clear cut, easily defined matter of two giants staring each other in the face. Both of the would-be competitors in the game of warfare brinkmanship used the territory of others who supported their cause, and could be counted upon to join the fight.

The futuristic fighter for the air defense role, but with the secondary duty of ground attack, the F-22 Raptor was the subject of a funding dispute during 1999, but has since been restored to its rightful position. The 1st FW at Langley AFB, Virginia, is slated to be the first operational unit. Lockheed Martin

EC-130H 73-1586 'DM' of 355th Wing, stationed at Davis-Monthan AFB, Arizona. The array of aerials extending from the tail transmit high powered jamming signals to disrupt enemy communications. Peter Rolt

Through sheer military might, a war between the superpowers never took place, although both sides had the capability to annihilate each other. It is questionable whether either had the will to start such an event, which would have almost certainly have ended in nuclear retaliation by one side or the other. Nevertheless contingency plans were in place for the Soviets to invade western Europe, and it is quite likely that the west had a similar strategy to militarily occupy land behind the Iron Curtain. However all that is now confined to history, with the former Warsaw Pact members queuing up to join NATO, and the Russian Federation unable to field its massive arsenal due to severe budget problems.

In place of the Cold War, the threats are from a hotchpotch of small nations hell-bent on aggressive and warlike tendencies towards their neighbors, and even their own people. These include the highly volatile Middle East region, centered around the regime of Saddam Hussein in Iraq. In Europe the program of ethnic cleansing in the Balkans by Serbia has occupied the United Nations for most of the 1990s. Further east there have been border skirmishes between India and Pakistan, although this has not as yet developed into full scale war. In Asia the problems in the Indonesian province of East Timor have cooled following the establishment of an Australian-led United Nations intervention. Central and West Africa have also seen full scale conflict between rival factions, with the inevitable consequences of innocent parties being caught in the middle, requiring massive humanitarian relief efforts. The US has been included in the composition of the quest to resolve the problems between some of these nations.

The doctrine employed by the US government, as it has been by most level-headed leaderships, has been to prevent war by the use of diplomacy. Only when diplomacy fails has any government the right to use force. However the US is determined to utilize the threat to prove to its enemies the futility of conflict. From its Cold War strategy the US Air Force has established a rapid reaction structure designed to move at short notice to any location to contain a crisis. On 1 January 2000 the new Aerospace Expeditionary Force was brought into being, involving designated 'lead wings' maintained on stand-by to respond if

necessary. The ten wings are composed of eight from Air Combat Command, and one each from PACAF and USAFE. These are as follows:

- AEF 1: 388th Fighter Wing, Hill AFB, Utah
- AEF 2: 7th Bomb Wing, Dyess AFB, Texas
- AEF 3: 3rd Wing, Elmendorf AFB, Alaska
- AEF 4: 48th Fighter Wing, RAF Lakenheath, UK
- AEF 5: 355th Wing, Davis-Monthan AFB, Arizona
- AEF 6: 20th Fighter Wing
Shaw AFB, South Carolina
- AEF 7: 2nd Bomb Wing
Barksdale AFB, Louisiana
- AEF 8: 28th Bomb Wing
Ellsworth AFB, South Dakota
- AEF 9: 27th Fighter Wing
Cannon AFB, New Mexico
- AEF 10: 1st Fighter Wing, Langley AFB, Virginia

At any one time, two wings are maintained on 60-day stand-by, before being relieved of the commitment by the next two. During their 60 days duty period, these wings can call upon the services of other active duty and reservist units for a composition tailored to meet any contingency which may arise. This can include strategic bombers, fighters, air defense, attack, defense suppression, electronic warfare, airlift and aerial refueling elements. Each lead wing is allocated specific units from these mission types, which are also on stand-by. The Aerospace Expeditionary Forces Center at Langley AFB, Virginia, is responsible for co-ordinating and managing the program. The Air Force has also formed five 'lead mobility' wings which will be on-call to respond to humanitarian relief operations, disaster response, and non-combat evacuation from hostile areas. These consist of:

- AEF 1/2: 43rd Airlift Wing
Pope AFB, North Carolina
- AEF 3/4: 60th Air Mobility Wing
Travis AFB, California
- AEF 5/6: 22nd Air Refueling Wing
McConnell AFB, Kansas
- AEF 7/8: 319th Air Refueling Wing
Grand Forks AFB, North Dakota
- AEF 9/10: 92nd Air Refueling Wing
Fairchild AFB, Washington

For the majority of its time as an independent organization, the Air Force has operated alongside, but largely independently from, the Army, Navy and Marine Corps. Air Force transport aircraft have a duty to airlift personnel and equipment for the other services, in both war and peacetime. The four components of the Department of Defense have routinely exercised together, and fought alongside one another during conflicts, but had little exchange of personnel.

All that changed during the 1990s, when joint operations began to take place. US Air Force personnel began to crew Navy EA-6B Prowlers performing electronic warfare operations, following the retirement of the EF-111A Ravens. Training also began to involve a crossover of personnel, with Navy squadrons hosting Air Force officers, and vice versa. The forging of new links between the services was seen as a cost effective method of reducing duplication of effort by joining together those training roles with a common end result. The new joint activities are seen as a way forward at a crucial time when all aspects of operations are being scrutinized.

Almost 53 years have elapsed since the Air Force became an independent component of the Department of Defense. During that time the Air Force has evolved from a poorly equipped organization, dependent upon nuclear weapons, to a sophisticated and highly capable fighting force which has radically altered its operating methods in keeping with the new requirement to respond to worldwide crises.

The next 50 years will see further changes, and more sophistication, although there may come a time when there will not be funds available to sponsor design and development of such grandiose projects. During recent conflicts, the Air Force has been required to gain and maintain air supremacy. The next stage will be warfare in space. The first stages of this are being put in place with the construction of the YAL-1A Airborne Laser aircraft. Next will follow more unmanned aerial vehicles. These will rely upon satellite communications and guidance in much the same way as current aircraft and smart weapons. Space will be the final goal, with the nation that holds the key to space also able to safeguard the security of their nation and that of their allies.



The Command Structure

Senior Command Structure

The activities of the United States Air Force, along with the United States Army, Navy and Marine Corps are ultimately responsible to the President who is Commander in Chief of the Department of Defense (DoD). However for day-to-day operations, the President delegates this responsibility to the Secretary of Defense who exercises authority, direction and control over his Office, the Chairman of the Joint Chiefs of Staff and the Joint Staff, the Military Departments (Air Force, Army, and Navy), the Unified Combatant Commands, the DoD Inspector General, the Defense Agencies and the DoD Field Activities. The office of Defense Secretary cannot actively function in all of these aspects and has various senior military and government officials who administer operational control of each of these sections. Basically these offices function to oversee the directional control and to ensure that each Department or Agency has the required manpower, equipment and budget to perform their required mission effectively. In addition these offices act as the link between the President and the operational chain of command to administer policy.

The Department of the Air Force is one of the Military Departments and is headed by the Secretary of the Air Force who is responsible for the Chief of Staff of the Air Force. The latter post is also one of the four key elements of the Joint Chiefs of Staff, the others being the Chief of Staff, Army, Chief of Naval Operations, and the Commandant of the Marine Corps. The Air Force Chief of Staff is based at the Pentagon in Washington and is primarily a managerial post - a long way removed from day-to-day operational flying activities.

The Air Force is divided into nine Major Commands, numerous Field Operating Agencies, along with four direct reporting units. All of the major commands have a specific function to perform within a

prescribed area of responsibility. For example Air Combat Command operates all active duty bombers and Stateside-based combat fighter and attack aircraft. The Command is the warfighting element of the Air Force with assets located primarily within the Continental United States. However since the end of the Cold War, the USA is unlikely to be attacked in an all-out assault. Furthermore, US foreign policy has tended to lead the 'world's richest nation' towards the role of policeman to intervene alongside nations within the North Atlantic Treaty Organization (NATO) and various other allied treaties. Therefore ACC is tasked with deploying forces to overseas destinations to perform deterrence through superior firepower. However should deterrence fail, the might of firepower is available for use to bring into focus the futility of aggressive activities. Frequently in recent years the threat of military intervention has been sufficient for potential warmongering factions to back away. However on occasions these factions have chosen to take on the might of the USA or the combined forces of a coalition. In almost every case it is the innocent civilians who suffer most while the instigating politicians and their regimes survive. Since its formation in 1992, ACC has rotated forces overseas, particularly in the Middle East to enforce the air exclusion zones above Iraq.

ACC is not alone in having its forces dispersed, as most of the other major commands have likewise to function in either a direct or a supportive role at locations across the United States or overseas. Air Mobility Command is required to perform the 'Global Reach' element of the 'Global Reach, Global Power' policy, and has a worldwide commitment despite all of its aircraft being stationed in the USA. Apart from scheduled services, the command operates numerous *ad hoc* sorties. However much of the command's mission is organized into an established scheduled network.

The Air Force, along with the other Military Departments, became concerned that the drawdown effect of base closures and a reduction in manpower levels placed an increasing burden on those personnel remaining, particularly as temporary duty (TOY) assignments overseas were becoming increasingly long. The result was that many key posts were spending an inordinate amount of time away from home and families, and the level of retention was being eroded. To try to alleviate this problem the Air Force instigated a program whereby personnel should spend no more than 120 days away, although in reality this has not been fully implemented. To share the burden, where possible the reserves have replaced the active duty on overseas duties, particularly the rigors of enforcing air exclusion zones.

The Unified Combatant Commands

To function as a cohesive and integrated organization, the US military has been established with several combatant commands which oversee activities and prevent duplication where possible. For example, Air Mobility Command is primarily concerned with transportation of assets by air. The Army's Military Traffic Management Command and Navy's Military Sealift Command are also responsible for similar duties within their sphere of operations. Without an overseeing body, there could easily be a duplication of effort. Furthermore, the Air Force has a responsibility to transport personnel and equipment from all branches of the Defense Department. To ensure that this responsibility is carried out, United States Transportation Command functions as the co-ordinator.

Although the Air Force is primarily concerned with military aviation matters, it is by no means the only Military Department which operates aircraft, as the Army has an enormous fleet of rotary winged types as well as a small fixed-wing force. The Navy and Marine Corps also have a sizeable inventory of combat and support aircraft and helicopters. All four Military Departments have a commitment in space, and it is clear that each has an overlapping interest which could cause a duplication of energy and resources. However to alleviate this problem, nine Unified Combatant Commands have been established to oversee the activities of the Air Force, Army, Navy and Marine Corps within defined areas of responsibility. Details of the areas of responsibilities of each of the Unified Commands are presented below.



E-4B 73-1676 operated by the 55th Wing from Offutt AFB, Nebraska, is known as the National Airborne Operations Center (NAOC) to provide worldwide, secure communications between the President and National Command Authorities.
USAF Official

US Atlantic Command

Established as Atlantic Command (LANTCOM) on 1 December 1947 with the mission of conducting military operations within the Atlantic Ocean. Area of responsibility extended to encompass sub-Saharan Africa. The Commander in Chief of LANTCOM exercised operational control over the service task force commanders during the 1962 Cuban missile crisis. Expanded mission and authority in October 1993 resulted in LANTCOM becoming US Atlantic Command (USACOM) to command most US based conventional armed forces. Command headquarters is at Norfolk, Virginia.

US Central Command

Throughout the period of the Cold War the US had an interest in the Middle East to maintain stability and to ensure the flow of crude oil from the region was unhindered. Following the cooling of relationships with Iran and the Soviet invasion of Afghanistan in 1979, the US began to look upon the region as a potential crisis point. To honor commitments to Israel and friendly Arab states, the Rapid Deployment Joint Task Force (RDJTF) was established on 1 March 1980 with a worldwide responsibility. The new organization replaced the United States Readiness Command (USREDCOM) which had been formed in 1972. REDCOM itself had taken over from United States Strike Command with responsibility for the Middle East, South Asia, and parts of Africa. However there was a need for a unified command responsible for American interests in the Middle East and North Africa. US Central Command (USCENTCOM) was formed on 1 January 1983 to effectively co-ordinate activities within the smallest, but possibly one of the most important regions. USCENTCOM was responsible for Operation 'Desert Shield', the build up of coalition forces in the Middle East following the Iraqi invasion of Kuwait in August 1990, and for 'Desert Storm', the offensive campaign to liberate Kuwait and prevent the forces of Saddam Hussein from further expansionist ideals. USCENTCOM has also been responsible for the ongoing United Nations no-fly zone above southern Iraq, and for the bombing campaign against selected Iraqi targets under Operation 'Desert Fox' in December 1998. HQ of USCENTCOM is at MacDill AFB, Florida, with US Air Force's 9th Air Force having a direct liaison.

US European Command

Established on 1 August 1952 with headquarters currently at Stuttgart-Vailingen in Germany, USEUCOM was created to facilitate the obligations of the North Atlantic Treaty Organization (NATO). As part of NATO membership, the US contribution was to provide combat forces under the operational control of the NATO commander in wartime for the defense of Europe. USEUCOM has for almost 50 years been the focal point for control and co-ordination of American support to NATO. For convenience the commanding officer of Supreme Allied Commander

Europe (SACEUR), was also the US Commander in Chief Europe (USCINCEUR). USEUCOM has control over the much reduced Air Force presence in Europe, and the still sizeable number of US Army forces stationed within the continent. In addition USEUCOM has jurisdiction over US Navy Europe, Marine Forces Europe and Special Operations Command Europe. The recent United Nations air exclusion zone operations above Bosnia, and the implementation of peacekeeping troops within the Balkans have both been under direct control of USEUCOM.

US Pacific Command

US Pacific Command was established on 1 January 1947 as an outgrowth of the command structure used during the Second World War. Headquarters of the Commander in Chief Pacific Command is at Honolulu in Hawaii. The CINCUSPACOM has the largest area of responsibility with more than half of the world's population. The command has a widespread force structure at its disposal, extending from the west coast of the USA across the Ocean to India. Numerous Army units, the US Navy's Third and Seventh Fleets, and four numbered Air Forces are at the disposal of the command. Although USPACOM has enjoyed a comparatively peaceful existence, its forces have frequently been seconded to theaters of operations, particularly during 'Desert Storm', and more recently to augment European and Stateside units enforcing air exclusion zones.

US Southern Command

Created to control the activities within Central and Southern America. Composed of the USAF 12th Air Force as well as US Army South, Marines Forces Atlantic and US Atlantic Fleet the command operates from its headquarters in Miami, Florida.

US Space Command

Created in 1985 with headquarters at Peterson AFB, Colorado, US Space Command was formed primarily to institutionalize the use of space in United States deterrence. USSPACECOM oversees the activities of Army Space Command, Naval Space Command, and the Air Force's 14th Air Force. It has an interest in the giant Cheyenne Mountain Operations Center in Colorado and the Department of Defense Manned Space Flight Support Office. USSPACECOM also has direct links with NASA and the North American Aerospace Defense Command (NORAD).

US Special Operations Command

USSOCOM was established at MacDill AFB, Florida to oversee the activities of the various special operations organizations including those of Air Force Special Operations Command, the various Army Airborne Corps, and the Navy's Warfare Command. USSOCOM has a worldwide area of operations.

US Strategic Command

Established at Offutt AFB, Nebraska on 1 June 1992 when Strategic Air Command (SAC) stood down. USSTRATCOM was formed to have sole authority over all the USA's nuclear forces including missiles, submarines, and bombers. Since its inception on 21 March 1946, SAC had control of two thirds of the nuclear triad - the Intercontinental Ballistic Missiles (ICBMs) and the nuclear bombers. The US Navy controlled the remaining nuclear weapons housed in submarines. For more than 40 years SAC was the primary, and certainly the most visual deterrent within the Department of Defense. However when the Cold War ended at the end of the 1980s, the role of SAC had become largely redundant. There was a need to reorganize the major warfighting components of the Air Force in the light of the reduced threat from the former Soviet Union. In addition the Gulf War of 1991 proved that the terms 'Strategic' and 'Tactical' were no longer needed in planning. The elimination of SAC along with Tactical Air Command and Military Airlift Command, and their replacement by ACC and AMC still required a coordinating element to oversee nuclear weapons planning and deployment. USSTRATCOM was formed to exercise control over all three elements of the nuclear triad.

US Transportation Command

USTRANSCOM, with headquarters at Scott AFB, IL, was activated on 1 October 1987 to provide air, land and sea transportation for the Department of Defense in time of peace and war. The three services which contribute to USTRANSCOM are the Air Force's Air Mobility Command, the Army's Military Traffic Management Command and the Navy's Military Sealift Command. As the single manager of defense transportation, USTRANSCOM is required to co-ordinate the use of all three methods of transportation to move troops, equipment and supplies to wherever they are needed and to maintain a supply line for as long as is necessary.



EC-137D 67-19417 flown by the 2nd Special Operations Flight from Robins AFB, Georgia, on behalf of the Commander in Chief of US Special Operations Command. Bob Archer

US Air Force - The Major Commands

Day-to-day Air Force operations are currently divided into eleven major flying or support organizations, nine of these are Major Commands, one - the Air National Guard - is a Field Operating Agency, and the Air Force Academy.

Throughout the decades of the Air Force's existence there have been several Major Commands which have changed name to more accurately reflect their specific role. When the Air Force became independent of the Army in 1947, there were 14 commands which had already been established, consisting of:

- Air Defense Command (ADC)**
- Air Materiel Command (AMC)**
- Air National Guard (ANG)**
- Air Proving Ground Command (APGC)**
- Air Training Command (ATC)**
- Air Transport Command (AAFATC)**
- Air University (AU)** [now part of AETC, see p.27]
- Alaskan Air Command (AAC)**
- Boiling Field Command**
- Caribbean Air Command (CAC)**
- Far East Air Forces (FEAF)**
- Strategic Air Command (SAC)**
- Tactical Air Command (TAG)**
- US Air Forces in Europe (USAFE)**

Each of these Commands was organized to perform a specific type of mission or to control a variety of missions within a certain area. It is worth taking a brief look at each, as all except USAFE and the Air University no longer exist:

Air Defense Command, with its headquarters at Ent AFB, Colorado, was responsible, as its name implies, for the air defense of the continental United States, although at the time of its formation, on 21 March 1946, there seemed little likelihood of a major attack. However the manned strategic bomber was being developed, while the Intercontinental Ballistic Missile was still in its infancy. Nevertheless the United States was not prepared to see a repeat of the surprise attack on Pearl Harbor, re-enacted upon major cities such as New York or Los Angeles. ADC was reassigned to Continental Air Command in 1948, and discontinued on 1 July 1950. However concerns about the arms race with the Soviet Union resulted in ADC being re-established as a major command on 1 January 1951. ADC was redesignated Aerospace Defense Command on 15 January 1968 to reflect the change in the nature of the defense task. Throughout the 1960s and 1970s the need for a dedicated active duty interceptor force gradually receded as the task was transferred to the reserves. On 31 March 1980 ADC was inactivated as the defense of the United States had been completely absorbed into several strategically placed Air National Guard squadrons. The vast majority of these were stationed along the border with Canada, along the Gulf of Mexico, and at bases on the eastern and western seaboard. In addition several ANG squadrons maintained alert facilities at active duty Air Force installations. The advent of the multi-role F-16 fighter has been largely responsible for the elimination of a specific air defense requirement.

Air Materiel Command was activated on 9 March 1946. It was responsible for the routine servicing, overhaul, maintenance and repair of all aircraft, helicopters, equipment and components operated by the USAF. Through the establishment of Air Materiel Areas within the United States as well as overseas, the command functioned as the major support element. AMC was responsible for arranging for private contractors to undertake certain modifications and overhauls, as it was not possible for the Air Force to perform all of this work 'in house'. The command was also responsible for the inspection of munitions, and operated a fleet of cargo aircraft (including the C-124 Globemaster II) to ferry these weapons between locations worldwide. AMC was redesignated Air Force Logistics Command (AFLC) on 1 April 1961 to bring together the role of maintaining the Air Force's weapons systems and equipment in operational readiness, and to manage this vast task as cost-effectively as possible. In addition AFLC was required to provide every conceivable item needed to maintain military units at operational readiness. The command was divided into Directorates responsible for operations, procurement and production, supply, maintenance engineering, transportation, plans and programs, as well as personnel and support. The reclamation and disposal of time expired aircraft and other military systems was also part of the AFLC mission. AFLC was inactivated on 1 July 1992 when the current Air Force Materiel Command amalgamated these duties with those of Air Force Systems Command. Throughout its existence AMC, AFLC and now AFMC have all had their headquarters at Wright-Patterson AFB, Ohio.

Air Proving Ground Command was formed at Orlando, Florida on 10 July 1946 to function as the organization responsible for the evaluation of the vast array of weapons and their systems being developed at that time. The command moved to Eglin AFB and was active for eleven years before the duties were absorbed into Air Research and Development Command (ARDC). New and modified weapons were evaluated over the sprawling and largely deserted Eglin range complex, while aircraft types were validated for operational service with various organizations including APGC.

Air Training Command, formed on 13 April 1946, was one of the key operating components of the new US Air Force, as for all new recruits the command was their introduction into military service through basic training. ATC established courses for technical and ground trades as well as conducting training for all branches of aircrew. Supplying trained personnel for the operation, maintenance and the sustainment of the Air Force was the cornerstone of the ATC mission. In addition ATC operated the USAF recruiting service to attract sufficient new enlistments to ensure that the required manpower levels were maintained. The command was equipped with simple aircraft types such as the T-6 Harvard for basic training. The command also operated many of the fighter and bomber types in operational service, although these were gradually phased out, as operational conversion training was transferred to the frontline units themselves. The elderly Second World War-vintage trainer types were phased out of service as more advanced jet powered aircraft became available.

The T-33A Shooting Star came into ATC service at the end of the 1940s, and served until the more specialized T-37 Tweet and T-38 Talon were acquired in the mid/late '50s. These latter types have continued in service, and were still operated in substantial numbers when ATC was redesignated as Air Education and Training Command on 1 July 1993.

Air Transport Command, formed in 1942, was equipped mainly with Douglas C-47 Skytrains and C-54 Skymasters when the Air Force came into being in 1947. There was an urgent need to modernize, particularly as the Cold War required the resupply and sustainment of squadrons and groups deployed overseas for extended periods. Europe in particular was seen as a major location for USAF units to prevent the Soviet Union from launching any form of attack against the US mainland. However the existing aircraft types in service with ATC were incapable of ferrying personnel and equipment without recourse to refueling stops at bases across the Atlantic Ocean. Senior Air Force planners decided to establish the Military Air Transport Service (MATS) on 1 June 1948 to replace the ATC.

Alaskan Air Command formed on 18 December 1945 to control military aircraft units stationed within the Alaskan landmass. Operations within the state were unique, with a requirement to maintain a credible air defense posture, bearing in mind that the Aleutian Islands chain stretched to the northeast tip of the Soviet Union. Alaska was used as a staging route for aircraft deploying to the Far East, and was a strategically vital asset, with its own Command structure established to reinforce its importance.

Boiling Field Command was formed 3 January 1946 to provide air transportation from the capital in Washington DC, for the President, senior military, political and governmental personnel on official business. It was expanded to encompass the personnel serving in diverse posts such as NASA, the Military Air Advisory Groups (MAAGs) around the world, the North American Air Defense (NORAD), the Federal Aviation Agency (FAA), and NATO. It was redesignated **Headquarters Command** (HedCom) on 17 March 1958, with the majority of VIP transport located at Andrews AFB, Maryland, as Boiling Field was no longer capable of operating jet aircraft types, HedCom was responsible for USAF personnel assigned to special activities at embassies across the world. The largest proficiency flight program within the USAF was operated by HedCom at Andrews AFB for aircrew on ground tours at the Pentagon. The T-33A was the primary type operated in this program. HedCom also operated the Night Watch airborne command post mission for the Joint Chiefs of Staff, equipped with three EC-135J aircraft. The Night Watch mission was reassigned to SAC, while the duties of HedCom were taken over by Military Airlift Command enabling HedCom to inactivate on 1 July 1976.

Caribbean Air Command was formed on 31 July 1946 to control units located in the Panama Canal Zone as well as those stationed on the various Caribbean Islands. After the Second World War the strategic significance of the Command declined, resulting in it being the smallest Command in the Air Force. The primary role was air defense of the Canal Zone, although the organization also devoted

considerable effort helping air arms in Central and South America. Caribbean Air Command became USAF Southern Command on 8 July 1963, which functioned until 1 January 1976 when the organization inactivated with most of its assets and functions passing to Tactical Air Command.

Far East Air Forces was created on 1 January 1947 to provide a single organization dedicated to control of air assets located in the Pacific Ocean west of Hawaii across to the Far East, with headquarters in Tokyo. Many of these units were located across the south west Asian continent, following the defeat of the Japanese in 1945. However the majority of these gradually returned to their home bases, resulting in just a small number of tactical, airlift and support units located in Korea and Japan. The Korean War saw a huge increase in the complement of FFAF, with squadrons relocated to the region for combat and support duties. Following the armistice most were returned to peacetime status as the US became increasingly reliant upon the deterrent effect of strategic airpower. FFAF inactivated on 1 July 1957 when its functions were absorbed into the new Pacific Air Forces.

Strategic Air Command (SAC) was formed on 21 March 1946 to develop the role of the strategic bomber following the employment of these types against Germany and Japan during the Second World War. At the time of its creation, SAC could muster only nine Bombardment Groups and two Fighter Groups, which was woefully inadequate to perform the role of deterrence. Equipped primarily with the B-29, the Command set about ordering new equipment capable of inflicting a retaliatory strike at an enemy's heartland should deterrence fail. Gradually SAC grew to become a huge organization equipped with hundreds of bombers and tankers, as well as intercontinental ballistic missiles (ICBMs) to perform two of the three components of the nuclear triad. Throughout the Cold War SAC aircraft and missiles were on alert, although the reduction in tension between the US and Soviet Union enabled this stance to be relaxed. The elimination of the threat from the Warsaw Pact and the breakup of the Soviet Union heralded the demise of SAC as the role of nuclear deterrence was much reduced. The clearly defined strategic and tactical roles had seen an overlap to such a degree that there was no further need for these commands. SAC was inactivated on 1 June 1992 with its much reduced bomber fleet passing to Air Combat Command (ACC). The active duty tankers were reassigned Air Mobility Command, while the ICBMs briefly joined ACC before becoming part of AF Space Command.

Tactical Air Command (TAG) formed on 21 March 1946 as one of the three pillars of modern airpower. The value of tactical airpower during the Second World War highlighted the need for a dedicated organization to develop the mission, and integrate the new jet fighters into USAF service. TAG became part of Continental Air Command (CONAC) on 1 December 1948 and was reduced to an operational command with no logistical control over tactical units. On 20 September 1950 TAG became an operational and administrative command under CONAC, until 1 December 1950 when it was returned to major command status. The change was brought about

primarily because of the emergence of the tactical mission during the opening stages of the Korean War. TAG deployed additional squadrons to the Far East, while at the same time bolstering USAFE during times of crisis. Apart from its fighter role, TAG was responsible for the troop carrier mission, with several squadrons equipped with transport aircraft. Eventually the transport units were reassigned to MATS, freeing TAG to concentrate on its primary missions. As with SAC, the tactical role became less clearly defined, resulting in the need for a new organization which could co-ordinate Stateside-based combat assets under a single manager. TAG was inactivated on 1 June 1992, with the majority of its assets joining the new Air Combat Command.

US Air Forces in Europe was activated on 7 August 1945 from the former US Strategic Air Forces in Europe. USAFE is the only major active duty USAF flying organization which has not been renamed since the Air Force was created. The organization was charged primarily with maintaining sufficient forces to prevent and repel any attack across the so-called 'Iron Curtain' and was enhanced by additional assets from TAG whenever there was increased tension between NATO and the Warsaw Pact. In addition SAC bombers stood alert at European bases for many years. In both cases these additional assets were retained under the operational control of their parent organization, although day-to-day activities were channeled through USAFE. USAFE shrunk considerably during the 1990s as the threat from the Warsaw Pact and the Soviet Union all but evaporated.

The Current Major Commands

Presently there are nine major commands, plus the air reserve component (Air National Guard) and the Air Force Academy. The majority of these commands were formed during the post-Gulf War reorganization. The overseas and reservist organizations have been left largely unchanged, save for the draw-down effect, although the Stateside-based commands have undergone a metamorphosis to enable them to be effective for the foreseeable future, with less resources, and a wider responsibility. The result has been a number of amalgamations, as the clearly defined segregation of roles was gradually eroded enabling certain duties to be combined. For example the roles of strategic and tactical bombardment became less clear cut during the Gulf War, with F-15Es, F-16s, F-111s, and F-117s conducting bombing missions against infrastructure, while B-52s carried out attacks which, in certain instances, could border on that of close air support.

Furthermore the elimination of the threat from the Warsaw Pact, and the ending of the Cold War, enabled the huge stockpile of nuclear weapons to be drastically reduced, with the strategic bombers switching their primary mission to that of conventional weapons delivery. These factors were sufficient to enable the formation of new commands whose roles had been expanded to encompass a more wide-ranging set of duties, as detailed over the following pages.

Air Combat Command (ACC)



Air Combat Command was established 1 June 1992 with headquarters at Langley AFB, Virginia, occupying the same complex which previously housed the HQ of Tactical Air Command. ACC has the

mission to conduct bomber, combat fighter, air superiority, ground attack, reconnaissance, battlefield management, combat rescue and command and control. The command is required to train, equip and maintain combat ready forces capable of rapid deployment to meet the need of peacetime air sovereignty, wartime defense, and major theater wars. In addition ACC is required to provide nuclear capable force for US Strategic Command and air defense forces for the North American Air Defense Command. ACC also furnishes appropriate forces to US Atlantic Command, US Central Command, US Southern Command, US European Command, and US Pacific Command.

The structure is divided into four numbered Air Forces. The First Air Force (1st AF) became solely an Air National Guard organization in October 1997, dedicated to the air defense of the Continental United States. From its headquarters at Tyndall AFB, Florida, the 1st AF is divided into Western Air Defense Sector at McChord AFB, Washington, Northeast Air Defense Sector at Rome, New York (formerly known as Griffiss AFB), and the Southeast Air Defense Sector at Tyndall AFB. Currently the 1st AF controls six ANG fighter wings operating the F-15A/B and F-16 A/B, though recently some of these squadrons have upgraded to the F-16C/D. These squadrons operate an alert posture at seven sites within the USA, and are the only flying units which perform this function.

The Eighth Air Force (8th AF) is a direct descendant to the famous 'Mighty Eighth' of Second World War fame, and is the primary controlling element of the active duty heavy bomber fleet. Previously part of SAC, the 8th AF was reassigned to ACC on 1 June 1992, still with its headquarters at Barksdale AFB, Louisiana. The 8th has jurisdiction over five heavy bomber units, all of which are located throughout the central part of the United States. These consist of two wings with the B-52H, two with the B-1B, and one flying the B-2A. The 8th AF is the ACC component of US Strategic Command. In addition the 8th controls the 27th FW at Cannon AFB, New Mexico flying the F-16C/D. Strangely the 8th AF also is responsible for USAF operations at Naval Air Station Keflavik, Iceland, and the Portuguese colony of Lajes in the Azores. These have been assigned primarily to avoid an imbalance of units within the ACC numbered Air Forces structure.





The remaining two numbered Air Forces control ACC units on a geographical basis. The 9th Air Force at Shaw AFB, South Carolina, has responsibility for those on the eastern side of the USA, consisting of six wings. Primarily equipped with fighter units, the 9th AF also has the 93rd Air Control Wing flying the E-8 J-STARS. The 9th AF is the ACC link with US Central Command Air Force (USCENTAF), and has a direct responsibility to co-ordinate activities in the Middle East. As such the 9th controls the activities of the 363rd Air Expeditionary Wing at Prince Sultan AB, Saudi Arabia which operates a mixed complement to implement Operation 'Southern Watch', the United Nations air exclusion zone over southern Iraq. The 12th Air Force is the remaining element, with seven wings operating a widely diverse assortment of missions. These include intelligence gathering, command and control, electronic warfare, three performing ground attack, and the Air Force's sole air intervention unit. 12th AF has its headquarters at Davis-Monthan AFB, Arizona, and exercises jurisdiction over ACC units within the Midwest and Western United States. In addition 12th AF is responsible to US Southern Command, and for operations within Central and South America.

ACC is the gaining command for more than 40 Air National Guard units and eleven with AFRC. As such these units would be assigned to ACC in the event of them being mobilized for active duty. This could involve them operating from their home base for a set period to replace active duty units deployed overseas, or require the reserves themselves being relocated to an overseas theater for combat or support. ACC has rotated its squadrons to the Middle East for Operation 'Southern Watch', although the drawdown effect has placed a huge burden on certain units, especially those with a dedicated role, such as the 552nd Air Control Wing at Tinker AFB, Oklahoma. As the sole airborne early warning unit in the Air Force, 552nd personnel have rotated to the Middle East continually. ANG and AFRC squadrons have replaced the active duty performing some of these rotations where possible, with this aspect being achieved without mobilization.

ACC has a personnel strength of more than 90,000 officers and enlisted, with a further 61,000 reservists and 11,000 civilians. The command operates more than 1,000 aircraft composed predominantly of fighter and ground attack types (approx 700), together with strategic bombers (approx 180), six KC-135Rs, and roughly 150 rescue, reconnaissance and command and control types. Looking to the future, ACC is making preparations for the F-22 Raptor to enter service, initially with the 53rd Wing for weapons tests and the 57th Wing for operational test and evaluation. The F-22 will replace the F-15 in the air superiority role, with the 1st FW likely to be the first to convert before other ACC and overseas units

transition. ACC will also operate the YAL-1A Attack Laser aircraft, which is expected to enter service midway through the current decade. Within the next ten years the first examples of the Joint Strike Fighter will begin to become operational, replacing early versions of the F-16. ACC is the USAF's primary operator of Unmanned Aerial Vehicles, with vast sums being allocated for development of craft capable of carrying out duties which at present are performed by manned aircraft. These will likely include the suppression of enemy air defenses (SEAD) mission as well as airborne early warning. Studies are also taking place into the feasibility of UAV's flying combat missions.

ACC aircraft have been repainted in the latest overall gray scheme as they enter major overhaul. Almost the entire ACC fleet now have this scheme, with unit markings and national insignia presented in black outline form, with the wing badge on the fuselage and the command emblem on both sides of the tailfin. The serial is presented in 'tactical' style, composed of the fiscal year in which the aircraft was ordered, followed by the 'last three'. The latter three numbers are presented in much larger numerals than the fiscal year part of the serial. Almost all aircraft carry the squadron tail band on the upper section of the fin, composed of one or more colors. Fighter and attack squadrons decorate at least one of their aircraft for the Wing, Operations Group and Squadron Commanders, often involving the unit being presented in large numbers/letters on the tail, and the fin band carrying special colors.



ACC is assigned the active duty fleet of B 52Hs. which have the conventional bombing mission as their primary role. While they can still deliver nuclear weapons, this role has diminished considerably. 2nd BW B-52H 60-0016 glides majestically towards the runway at RAF Fairford. Bob Archer

The most prolific version of the RC-135 is the 'Rivet Joint' with 16 in service and two more under conversion. Both the RC-135V and RC-135W, illustrated by 62-4134, have been modified to this standard. Bob Archer

Air Combat Command Unit Structure

Direct Reporting Units

USAF Air Warfare Center - HQ Nellis AFB, NV

53rd Wing - Eglin AFB, FL

(flying component of Air Armament Center)

UAV Battelab Eglin AFB, FL No aircraft assigned

53rd TEG 28th TS Eglin AFB, FL No aircraft assigned

85th T&ES Eglin AFB, FL A-10A, F-15C/D/E 'OT'

F-16C/D 'OT'

B.707

-detl Holloman AFB, NM F-117A 'OT'

86th FWS Eglin AFB, FL No aircraft assigned

31st T&ES Edwards AFB, CA No aircraft assigned

422nd T&ES Nellis AFB, NV OA/A-1 OA, F-15C/F

F-16CG/DG/CJ/DJ

HH-60G 'OT'

No aircraft assigned

53rd WEG 81st TSS Tyndall AFB, FL No aircraft assigned

82nd ATS Tyndall AFB, FL E-9A 'WE'

QF-4E/G, QRF-4C 'TD'

QF-4E/G, QRF-4C

-detl. Holloman AFB, NM No aircraft assigned

83rd FWS Tyndall AFB, FL No aircraft assigned

84th T&ES Tyndall AFB, FL No aircraft assigned

53rd EWG Eglin AFB, FL No aircraft assigned

57th Wing-Nellis AFB, NV

(flying component of Air Warfare Center)

57th OG USAF ADS Nellis AFB, NV F-16C/D

Thunderbirds

Combat Rescue School Nellis AFB HH-60G 'WA'

11th RS Indian Spring AFAF, NV RQ-1A 'WA'

15th RS Indian Spring AFAF, NV RQ-1A 'WA'

66th RQS Nellis AFB, NV HH-60G 'WA'

414thCTS Nellis AFB, NV F-16C/D

USAF FWS A-10Divn Nellis AFB, NV OA/A-10A 'WA'

F-15Divn Nellis AFB, NV F-15C/D 'WA'

F-15EDn Nellis AFB, NV F-15E 'WA'

F-16Divn Nellis AFB, NV F-16CG/DG, 'WA'

F-16CJ/DJ 'WA'

HH-60Divn Nellis AFB, NV HH-60G 'WA'

- del 1/USAF WS B-1B

Ellsworth AFB, SD borrowed as required

- det 2/USAF WS B-52H

Barksdale AFB, LA borrowed as required

1st Air Force - Headquarters Tyndall AFB, FL

(ACC function manned by the ANG)

Air Defense Sectors - no aircraft directly assigned

Northeast ADS Griffiss AFB, NY

Southeast ADS Tyndall AFB, FL

Western ADS McChord AFB, WA

28th Bombardment Wing - Ellsworth AFB, SD

: 28th OG 37th BS Ellsworth AFB, SD B-1B

77th BS Ellsworth AFB, SD B-1B

65th Air Base Wing - Lajes Field, Azores

nil Lajes Field, Azores No aircraft assigned

; 85th Group - NAS Keflavik, Iceland

56th RQS NAS Keflavik, Iceland HH-60G allocated IS'

85th OS NAS Keflavik, Iceland HC-1 SON, KC-135E/R,

F-15, F-16

on temporary duty

509th Bombardment Wing - Whiteman AFB, MO

i 509th OG 325th BS Whiteman AFB, MO B-2A 'WM'

393rd BS Whiteman AFB, MO B-2A 'WM'

394th CTS Whiteman AFB, MO T-38A 'WM'

9th Air Force - Headquarters Shaw AFB, SC

I 1st Fighter Wing - Langley AFB, VA

: 1stOG 27th FS Langley AFB, VA F-15C/D 'FF'

71stFS Langley AFB, VA F-15C/D 'FF'

94th FS Langley AFB, VA F-15C/D 'FF'

4th Fighter Wing - Seymour Johnson AFB, NC

: 4th OG 333rd FS Seymour Johnson F-15E 'SJ'

334th FS Seymour Johnson F-15E 'SJ'

335th FS Seymour Johnson F-15E 'SJ'

336th FS Seymour Johnson F-15E 'SJ'

: 20th Fighter Wing - Shaw AFB, SC

: 20th OG 55th FS Shaw AFB, SC F-16CJ/DJ 'SW'

77th FS Shaw AFB, SC F-16CJ/DJ 'SW'

78th FS Shaw AFB, SC F-16CJ/DJ 'SW'

79th FS Shaw AFB, SC F-16CJ/DJ 'SW'

: 33rd Fighter Wing - Eglin AFB, FL

I 33rd OG 58th FS Eglin AFB, FL F-15C/D 'EG'

60th FS Eglin AFB, FL F-15C/D 'EG'

93rd Air Control Wing - Robins AFB, GA

I 93rd OG 12thAACS Robins AFB, GA E-8C 'WR'

16thAACS Robins AFB, GA E-8C 'WR'

93rd TRS Robins AFB, GA TE-8A 'WR'

: 347th Wing - Moody AFB, GA

! 347th Wing to transfer fighter assets elsewhere by 2001, and become

the 347th Rescue Wing.

: 347th OG 68th FS Moody AFB, GA F-16CG/DG 'MY'

69th FS Moody AFB, GA F-16CG/DG 'MY'

70th FS Moody AFB, GA OA/A-1 OA 'MY'

41st RQS Moody AFB, GA HH-60G 'MY'

71st RQS Moody AFB, GA HC-130P, 'MY'

C-130E 'MY'

I 23rd FG 74th FS Pope AFB, NC OA/A-1 OA 'FT'

75th FS Pope AFB, NC OA/A-1 OA 'FT'

• 12th Air Force - Headquarters Davis-Monthan AFB, AZ

; 9th Reconnaissance Wing - Beale AFB, CA

: 9th OG 1stRS Beale AFB, CA T-38A, U-2S,

TU-2S BB'

5th RS Osan AB, RoK U-2S BB'

99thRS Beale AFB, CA U-2S BB'

-detl RAF Akrotiri, Cyprus U-2S BB-

OL-FR Istres AB, France U-2S SS'

rotations from the USA

OL-CH Prince Sultan AB, SaudiArabia U-2S •BB'

rotations from USA

: 49th Fighter Wing -Holloman AFB, NM

: 49th OG 7th FS Holloman AFB, NM F-117A, T-38A,

AT-38B H0-

F-117A MO'

F-117A HO'

F-4F HO'

German AF trng

i 55th Wing - Offutt AFB, NE

i 55th OG 1stACCS Offutt AFB, NE E-4B

38th RS Offutt AFB, NE RC-135U/V/W, 'OF'

TC-135W

OC-135B, RC-135S

TC-135S, WC-135C, 'OF'

WC-135W

RC-135sonTDY

RC-135sonTDY

: 355th Wing - Davis-Monthan AFB, AZ

I 355th OG 41st ECS Davis-Monthan AFB EC-130H DM'

42ndACCS Davis-Monthan AFB EC-130E DM'

43rd ECS Davis-Monthan AFB EC-130H DM'

354thFS Davis-Monthan AFB OA/A-10A DM'

357thFS Davis-Monthan AFB OA/A-1 OA DM'

358thFS Davis-Monthan AFB OA/A-1 OA DM'

: 366th Wing -Mountain Home AFB, ID

: 366th OG 22nd ARS Mountain Home AFB KC-135R MO'

34thBS Mountain Home AFB B-1B MO'

389thFS Mountain Home AFB F-16CJ/DJ MO'

390thFS Mountain Home AFB F-15C/D MO'

391stFS Mountain Home AFB F-15E MO'

i 388th Fighter Wing - Hill AFB, UT

: 388th OG 4th FS Hill AFB, UT F-16CG/DG 'HL'

34th FS Hill AFB, UT F-16CG/DG 'HL'

421stFS Hill AFB, UT F-16CG/DG 'HL'

: 552nd Air Control Wing -Tinker AFB, OK

: 552nd OG 963rd AACS Tinker AFB, OK E-3B/C 'OK'

964th AACS Tinker AFB, OK E-3B/C 'OK'

965th AACS Tinker AFB, OK E-3B/C 'OK'

966th AACS Tinker AFB, OK E-3B/C •OK'

8th Air Force - Headquarters Barksdale AFB, LA

2nd Bombardment Wing - Barksdale AFB, LA

2ndOG 11thBS Barksdale AFB, LA B-52H 'LA'

20th BS Barksdale AFB, LA B-52H 'LA'

96th BS Barksdale AFB, LA B-52H 'LA'

5th Bombardment Wing - Minot AFB, ND

5th OG 23rd BS Minot AFB, ND B-52H 'MT'

7th Bombardment Wing - Dyess AFB, TX

7th OG 9th BS Dyess AFB, TX B-1B W

13thBS Dyess AFB, TX B-1B W

28th BS Dyess AFB, TX B-1B W

27th Fighter Wing - Cannon AFB, NM

27th OG 428th FS Cannon AFB, NM F-16C/D 'CC'

Singapore AF

522nd FS Cannon AFB, NM F-16CG/DG 'CC'

523rd FS Cannon AFB, NM F-16CG/DG 'CC'

524th FS Cannon AFB, NM F-16CG/DG 'CC'



A pair of 366th Wing F-15Es based at Mountain Home AFB, Idaho, deployed to Egypt for exercise 'Bright Star', flying past the Pyramids. USAF Official



Air Education & Training Command (AETC)



Air Education and Training Command (AETC) was created on 1 July 1993, with its headquarters at Randolph AFB, Texas, to replace Air Training Command (ATC). As with ACC, the headquarters of AETC

is located in the same complex as housed the former ATC. Whereas ATC was primarily tasked with training, AETC has added the role of education, with the Air Force placing much emphasis on continual development and cultivation of skills after basic trade training. AETC has the primary mission of training and educating personnel at all levels and all skills within the Air Force. This begins with basic military training prior to selection into a specific trade. Prospective pilots are given flight screening to assess their aptitude, prior to receiving primary, initial military and advanced flying training. Having graduated, pilots are then assigned to an operational conversion unit to transition to the aircraft type they will fly during their service career. Non-flying personnel receive initial and advanced technical training in all manner of trades, as well as professional military and degree level education.

The structure of AETC is divided into two numbered Air Forces, the 2nd and 19th, and the Air University, which is a direct reporting unit. The 2nd AF with headquarters at Keesler AFB, Mississippi, is the primary technical training element with four training wings and one group. The courses encompass all manner of trades across the wide spectrum of aviation related activities including aircraft maintenance and operation, weapons handling, and air traffic control. In addition the 2nd AF performs medical education, catering courses, plus a host of other secondary duties required to enable the Air Force to function effectively. The only flying training component within the 2nd Air Force is the 45th Airlift Squadron which conducts aircrew conversion for the C-21 and is part of the 81st Training Wing at Keesler AFB. The 82nd Training Wing at Sheppard

AFB, Texas, is the primary maintenance training unit and utilizes a variety of airframes to enable students to receive tuition on similar aircraft types to those they will encounter once their apprenticeship is completed. The 2nd AF also has a responsibility to train overseas students, with the Inter-American Air Forces Academy (IAAFA) at Kelly AFB, Texas, hosting technical courses for students from Latin American countries. The Academy has a small number of retired airframes located at Kelly AFB including an OA-37B, C-130B, F-5F, F-16B, O-2A, and OV-10A, none of which are flyable.

The 19th Air Force, with its headquarters at Randolph AFB, is the aircrew training component of AETC. With ten wings and one group, the 19th AF operates in excess of 1,400 aircraft and helicopters to train the vast majority of aircrew trades. Basic flying training is conducted at two centers, including the Air Force Academy in Colorado Springs which used the Slingsby T-3A until the type was grounded and withdrawn from service during 1999. A host of privately owned flying schools are contracted to perform this function at present. Flying training to the stage of graduation as a qualified pilot is conducted at five locations using the T-37B and T-38A. Transition training following graduation is also an AETC function for the majority of aircraft, although for a small number of types, including the B-2A, B-52H and F-15E, this task remains with the operational command for convenience.

Apart from training personnel from the Air Force, AETC trains students from other branches of the US armed forces as well as numerous allied nations. The 80th FTW at Sheppard AFB, Texas, hosts the Euro-NATO Joint Jet Pilot Training Program with trainee pilots from several European air arms. The transition training units also host trainees from a variety of foreign air arms, especially the 314th Airlift Wing at Little Rock AFB, Arkansas which has numerous overseas students learning to fly the C-130. AETC is responsible for one AFRC group and three ANG training wings. The group is located at Randolph AFB and operates on an associate basis with part time instructors replacing full time personnel as a cost effective alternative training method. The three ANG units carry out aircrew conversion training for



the C-130, F-15 and F-16, primarily for reserve personnel. However the 162nd FW at Tucson IAP, Arizona, hosts courses for many overseas students whose governments have purchased the F-16.

The Air University, located at Maxwell AFB, Alabama, was established on 15 March 1946, and is the primary education center for degree level tuition and education. The majority of courses are held at Maxwell AFB, and include the Air War College, Air Command and Staff College, Squadron Officer School, and the College of Aerospace Doctrine, Research and Education. The Air University is run on similar lines to its civilian equivalents elsewhere in the United States, with trade qualifications having the same status as those from civilian universities.

AETC has 41,000 officers and enlisted assigned, along with some 3,600 reservists and a civilian/contractor force of 24,000. Almost 240,000 students are receiving tuition at any one time, with almost half this number attending courses for technical trades. More than 7,000 are receiving training for aircrew positions. The command has approximately 1,000 training aircraft, along with around 250 fighters, and some 150 other types including tankers, airlifters, and helicopters. The F-15s of the 325th FW at Tyndall AFB will gradually be reassigned once the unit begins to train aircrew transitioning to the F-22 Raptor.

Aircraft operated by AETC have the color scheme and markings of the organization which flies the same types operationally. For example the AETC tankers and airlifters are mid-gray overall, with a tail stripe positioned across the upper part of the fin. The F-15 and F-16 fighters have adopted the same paint scheme and markings of ACC. The special forces and combat rescue types stationed at Kirtland AFB have little or no unit identification or markings, in keeping with the AFSOC tradition of operating with low key publicity.

Photographs on the opposite page:

Painted in the latest gray color scheme, a T-38A 'EN' of the 90th FTS, 80th FTW, based at Sheppard AFB, Texas. Peter Rolt

An intruder in the camp. F-16B 93-0830 has full USAF markings and insignia of the 56th FW, but is actually an aircraft of the Republic of China Air Force, stationed at Luke AFB, Arizona, for training. Robert Greby

F-15D 79-0014 'TV' of the 325th FW, based at Tyndall AFB, Florida, is the primary training unit for F-15 interceptor pilots. The wing is expected to receive the F-22 to become the Raptor training unit. Peter Rolt

Photograph on this page, right:

Retired airframes find a secondary role training technicians with the 82nd Training Wing at Sheppard AFB, Texas. GF-15A 77-0125 'ST' is one of a small number assigned. Andy Thomson



The training aircraft of AETC have for many years adopted a high visibility gloss white overall scheme, with the command emblem in full color and a two letter tail code. Some years ago AETC aircraft began to apply an attractive gloss black to some of its T-37s and T-38s, while their AT-38Bs were painted in a blue and gray camouflage scheme. However the T-38s have begun to be repainted in a striking two-tone gray pattern. The front half of the fuselage along with the rear and tail area are dark gray, while the fuselage mid-section is light gray. All markings are applied in light gray on the dark sections and vice versa.

Air Education & Training Command Unit Structure

Direct Reporting Unit

Air University - Maxwell AFB, AL No aircraft assigned

2nd Air Force - Headquarters Keesler AFB, MS

17th Training Wing - Goodfellow AFB, TX No aircraft assigned

37th Training Wing - Lackland AFB, TX No aircraft assigned

81st Training Wing - Keesler AFB, MS
81stTG 45th AS Keesler AFB, MS C-21A 'KS'

381st TRG - Vandenberg AFB, CA No aircraft assigned

Inter-American Air Forces Academy - Kelly AFB, TX
Ground airframes for technical training OA-37B, C-130B, F-5F, F-16B 10'
0-2A, OV-10A

82nd Training Wing - Sheppard AFB, TX

82nd TG Sheppard AFB, TX GA-10A, GYA-10A, GC-130B/E, GF-15A/B, GF-16A/B/C, GUH-1F, GCH-53A, GRQ-1A, GT-38A, GAT-38B 'ST
GB-52G, GKC-135A/E, GNKC-135A-w/drawn ?
GC-141BGAH-1S,

19th Air Force - Headquarters Randolph AFB, TX

12th Flying Training Wing - Randolph AFB, TX
12thOG 99th FTS Randolph AFB, TX T-1A 'RA'
435th FTS Randolph AFB, TX AT-38B 'RA'
559th FTS Randolph AFB, TX T-37B 'RA'
560th FTS Randolph AFB, TX T-38A 'RA'
562nd FTS Randolph AFB, TX T-43A 'RA'
3rd FTS Hondo MAP, TX T-3A 'RA'
grounded pending disposal
557th FTS Air Force Academy, CO T-3A -
grounded pending disposal

14th Flying Training Wing - Columbus AFB, MS
14thOG 37th FTS Columbus AFB, MS T-37B 'CB'
41st FTS Columbus AFB, MS T-37B 'CB'
48th FTS Columbus AFB, MS T-1A 'CB'
49th FTS Columbus AFB, MS AT-38B 'CB'
50th FTS Columbus AFB, MS T-38A 'CB'

47th Flying Training Wing - Laughlin AFB, TX
47thOG 84th FTS Laughlin AFB, TX T-37B 'XL'
85th FTS Laughlin AFB, TX T-37B 'XL'
86th FTS Laughlin AFB, TX T-1A 'XL'
87th FTS Laughlin AFB, TX T-38A 'XL'

56th Fighter Wing - Luke AFB, AZ
56thOG 21stFS Luke AFB, AZ F-16A/B IP'
RoCAF training
61stFS Luke AFB, AZ F-16C/D IF'
62nd FS Luke AFB, AZ F-16C/D IF'
63rd FS Luke AFB, AZ F-16C/D IF'

56th Fighter Wing - Luke AFB, AZ - continued

308th FS Luke AFB, AZ F-16C/D IF'
309th FS Luke AFB, AZ F-16C/D IF'
310th FS Luke AFB, AZ F-16C/D IF'
425th FS Luke AFB, AZ F-16C/D IF'
R.Singapore AF training

58th Special Operations Wing - Kirtland AFB, NM

58thOG 51 2th SOS Kirtland AFB, NM UH-1N, HH-60G
550th SOS Kirtland AFB, NM MC-130H, MC-130P-
551stSOS Kirtland AFB, NM TH-53A, MH-53J

71st Flying Training Wing - Vance AFB, OK
71stOG 8th FTS Vance AFB, OK T-37B W
25th FTS Vance AFB, OK T-38A, AT-38B W
32nd FTS Vance AFB, OK T-1A W
33rd FTS Vance AFB, OK T-37B W

80th Flying Training Wing - Sheppard AFB, TX

80thOG 88th FTS Sheppard AFB, TX T-37B, T-38A, AT-38B 'EN'
89th FTS Sheppard AFB, TX T-37B 'EN'
90th FS Sheppard AFB, TX T-38A, AT-38B 'EN'

97th Air Mobility Wing - Altus AFB, OK
97thOG 54th ARS Altus AFB, OK KC-135R
Flight instructors squadron: a/cft borrowed from 55th ARS
55th ARS Altus AFB, OK KC-135R
56th AS Altus AFB, OK C-5A
58th AS Altus AFB, OK C-17A

314th Airlift Wing - Little Rock AFB, AR
314thOG 53rd AS Little Rock AFB, AR C-130E
62nd AS Little Rock AFB, AR C-130E

325th Fighter Wing - Tyndall AFB, FL
325thOG 1stFS Tyndall AFB, FL F-15C/D TY'
2ndFS Tyndall AFB, FL F-15C/D TY'
95th FS Tyndall AFB, FL F-15C/D TY'

336th Training Group - Fairchild AFB, WA
36th RQF Fairchild AFB, WA UH-1N 'FC'



Photographs on this page:

NKC-135E 55-3135 of the 412th Test Wing at Edwards AFB, California, performs air refueling operations, as seen with NASA SR-71A 844. USAF Official

The only examples of the MH-53J not in AFSOC service are those with the 58th SOW at Kirtland AFB, New Mexico, for aircrew training. MH-53J 68-10356 banks over the New Mexico terrain during a practice refueling sortie. Peter Foster

Photographs on the opposite page:

The Air Force Flight Test Center utilizes the T-38A for various duties including chase plane, and training students at the Test Pilots School. T-38A 68-8154 'ED' of the 412th Test Wing taxiing at Edwards AFB, California. Bob Archer

Known as 'the Big Crow', for obvious reasons, NK-135E 55-3132 of detachment 2, 452nd Flight Test Squadron at Kirtland AFB, New Mexico, is a flying electronic warfare laboratory. The aircraft is the oldest KC-135 still in flying service. Bob Archer

UH-1N 69-6600 'MM' of the 40th Rescue Flight, which is part of the 341st Space Wing based at Malmstrom AFB, Montana. The UH-1Ns are the only manned craft operated by Air Force Space Command. Peter Foster





Air Force Materiel Command (AFMC)



Air Force Materiel Command (AFMC) was established on 1 July 1992 with headquarters at Wright-Patterson AFB, Ohio, to bring together the duties of the former Air Force Systems Command (AFSC)

and Air Force Logistics Command (AFLC) under a single manager. The creation of AFMC has enabled the Air Force to streamline and integrate the research, development, test and acquisition roles of AFSC, with the sustainment and disposal duties of AFMC. In effect AFMC has an input for almost every item in the Air Force inventory from inception to disposal. As such AFMC has a huge budget for research and development, as well as operating major production centers, logistics centers, test facilities and laboratories, all designed to function specifically for the unique needs of the Air Force. AFMC is not divided into numbered Air Forces, as the command does not have an operational role. Instead it operates under the broad headings of Research, Development, Test, Operational Support, and Specialized Support.

The headquarters of Air Force Research Laboratory at Wright-Patterson AFB is responsible for a wide-ranging program to evaluate the latest technology with emphasis on its application within the Air Force. As such the Laboratory works closely with industry to foster research into new and advanced methods, materials and technology. The main aviation element under the heading of Development is the Air Armament Center at Eglin AFB, Florida (which was previously Air Force Development Test Center - AFDTCT). The new organization is responsible for the test, development, acquisition, logistics support and disposal of armaments. The flying component of the AAC is the 46th Test Wing which operates a mixed complement including the A-10, F-15, F-16, and UH-1N. The AAC is also responsible for the 46th Test Group at Holloman AFB, New Mexico which operates a small fleet of AT-38Bs, and a single YF-15A for tests over the White Sands Missile Range. Additional units under the Development heading are the Aeronautics Systems Center, Electronics Systems Center, and the Space and Missile Systems Center.

Two major units under the Test heading are the Arnold Engineering Development Center, which as its title suggests is primarily concerned with evaluating aviation related engineering, and the Air Force Flight Test Center (AFFTC). The latter operates the

412th Test Wing as its flying component at Edwards AFB, California, with a large fleet of aircraft. The primary duty of the AFFTC is to evaluate all new and modified aircraft types prior to these entering operational service. The AFFTC works closely with the aerospace industry on test programs, and provides facilities at Edwards AFB for manufacturers to perform flight testing. The AFFTC also operates the Air Force Test Pilots School to train experienced personnel in the skills required to perform this task. The 412th Test Wing has a mixed fleet of aircraft, which includes the F-15, F-16 and T-38, which are used for various test duties as well as acting as chase planes.

Operational Support is provided by three Air Logistics Centers, consisting of Ogden ALC at Hill AFB, Utah, Oklahoma City ALC at Tinker AFB, Oklahoma, and Warner Robins ALC at Robins AFB, Georgia. These three centers perform major overhaul and repair on the vast majority of the Air Force aircraft and helicopter inventory. However some types are operated in such small numbers, or are so specialized that it would be uneconomical to carry out these functions 'in-house'. In such cases AFMC arranges for civilian contractors to carry out this work. The centers have a small number of test pilots who carry out post maintenance flights prior to the aircraft being returned to their operational unit. The final heading of Specialized Support encompasses the Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, Arizona, which has in store between 4,000 and 5,000 aircraft and helicopters at any one time. Some are in short term storage, and will be returned to service, while others will be reclaimed for useable parts. A small proportion are disposed of to government departments for a second career, or supplied to overseas air arms.

More than 31,000 personnel are assigned to AFMC along with a further 5,000 reservists. By far the largest operator of civilian personnel, AFMC employs more than 70,000, mostly skilled tradesmen or women. Aircraft directly assigned to the command are operated in non-operational roles, and consist of approximately 60 fighters, 4 bombers, and 50 transport, helicopter, tanker and training types. The latest aircraft type to begin test and evaluation is the F-22 Raptor, which is currently undergoing trials at Edwards AFB. Once these are completed, the pre-production versions will undertake operational test and evaluation.

The small fleet of AFMC aircraft are operated in a variety of color schemes. In many cases markings are similar to those applied to operational aircraft of similar types, with a tail code and colorful tail stripe. However some of the 412th Test Wing fleet are paint-

ed white overall with a large red area applied to the tail to aid visibility as these aircraft perform various duties including that of chase plane. Many of the larger types which are permanently assigned, such as the C-18s and C-135s, have a white upper surface and tail, gray underside and a dark blue cheatline.

AFMC Unit Structure

Direct Reporting Units

645th MATS	Palmdale Apt, CA	NC-130E, EC-130H
- del 2	Majors Field, Greenville, TX	WC-135W

Development

Air Armament Center - Headquarters Eglin AFB, FL				
46th Test Wing - Eglin AFB, FL				
46th OG	39th FLTS	Eglin AFB, FL	OA/A-10A, F-16A/B/C/D	'ET'
	40th FLTS	Eglin AFB, FL	F-15A/B/C/D/E, UH-1N	'ET'
		Duke Field, FL	NC-130A	
46th TG	586th FLTS	Holloman AFB, NM	C-12J, YF-15A, AT-38B	'HT'
Aeronautical Systems Center (ASC) - Wright-Patterson AFB, OH				
88th ABW	Wright-Patterson		No aircraft assigned	
??Wing	486th FLTS	Wright-Patterson	C-22C, Boeing 707	-
Electronic Systems Center (ESC) - Hanscom AFB, MA				
66th ABW	Hanscom AFB, MA		No aircraft assigned	
Space & Missile Systems Center (SMC) - Los Angeles AFB, CA				
61st ABG	Los Angeles AFB, CA		No aircraft assigned	

Test

Air Force Flight Test Center - Headquarters Edwards AFB, CA		
412th Test Wing - Edwards AFB, CA		
412thOG	-del3	Groom Lake, NV
		MH-60G
	410th FLTS	AF Plant 42,
		Palmdale Apt, CA
	411th FLTS	Edwards AFB, CA
		F-22A 'ED'
	412th FLTS	Edwards AFB, CA
		C-135C
	416th FLTS	Edwards AFB, CA
		F-16A/B/C/D 'ED'
	418th FLTS	Edwards AFB, CA
		C-12C, C-17A, NT-39A, T-39B 'ED'
		NC-130H, C-130J -
		To evaluate the CV-22A
	419th FLTS	Edwards AFB, CA
		B-1B 'ED'
		B-2A, B-52H, RQ-4A
		To evaluate the YAL-1A
	445th FLTS	Edwards AFB, CA
		F-15A/B/C/D/E, T-38A/C 'ED'
	452nd FLTS	Edwards AFB, CA
		EC-18B, EC-135E, KC-135R, NKC-135E
		NKC-135B/E, C-135E
-del2	Kirtland AFB, NM	
	AF Test Pilots Sch - Edwards AFB	Borrows a/c as required

Operational Support

Ogden Air Logistics Center (OALC)		
75th ABW	15th TS	Hill AFB, UT
		F-16A/B, ALC overhauls A-10, F-16, C-130
	514th FLTS	Hill AFB, UT
		Test aircraft detached from 412th TW
Oklahoma Air Logistics Center (OKALC)		
72nd ABW	10th FLTS	Tinker AFB, OK
		GT-38
		ALC overhauls B-1, B-2, B-52, C-135 srs, E-3
Warner Robins Air Logistics Center (WRALC)		
78th ABW	339th FLTS	Robins AFB, GA
		F-15A, F-15E 'RG'
		C-130E
		ALC overhauls C-5, C-130, C-141, F-15

Specialized Support

AMARC - Davis-Monthan AFB, AZ
(Aerospace Maintenance & Regeneration Center)



Air Force Space Command (AFSPC)



The value of space has not been underestimated by the Air Force with the formation of the Air Force Space Command (AFSPC) on 1st September 1982. From its headquarters at Peterson AFB, Colorado,

AFSPC initially devoted its activities to monitoring objects in space and the defense of the United States and the North American continent. The demise of SAC saw operational control of the Intercontinental Ballistic Missile (ICBM) fleet pass to ACC initially, although these were unsuited to the role of that command, and were transferred to AFSPC on 1 July 1993.

The mission of AFSPC is to operate and test the Air Force's ICBM assets on behalf of US Strategic Command. In addition the command monitors all activities in space, operating missile warning radars, sensors and satellites. AFSPC also operates launch sites for space rockets, world wide space surveillance radars and optical systems. The command also provides command and control of all Department of Defense (DoD) satellites. Finally AFSPC provides ballistic missile warning to both the North American Air Defense Command (NORAD) and US Space Command (USSPACECOM).

Operational control is divided between two numbered Air Forces, composed of the 14th AF at Vandenberg AFB, California, and the 20th AF at Francis E Warren AFB, Wyoming. The 14th AF is concerned primarily with missile warning and space surveillance with satellites and ground based radars. Four Space Wings and two groups operate within the USA, with a host of small units located around the world to form a chain in the defense link. The 30th Space Wing at Vandenberg AFB is primarily concerned with DoD space launches, research and development, and range operations. The 45th Space Wing at Patrick AFB, Florida performs launch and range operations in association with nearby Cape Canaveral. As such these units have forged close links with NASA.

The 20th Air Force operates the much reduced number of ICBMs from just three bases. The 91st and 341st Space Wings, at Minot AFB, North Dakota and Malmstrom AFB, Montana, respectively are

equipped with the LGM-30G Minuteman III, while the 90th Space Wing at Francis E Warren AFB also operates this missile, along with a single squadron of LGM-118A Peacekeepers. Various Strategic Arms Reduction Treaties (START) have seen older missiles retired, with START II agreeing a level of 500 Minuteman IIIs and 50 Peacekeepers. These are housed in silos dotted around the countryside surrounding each base. To enable launch operators to reach the silos during bad weather, each base has a small number of UH-1Ns assigned. In total approximately 26 UH-1Ns are operated by AFSPC, which acts as the lead command for all USAF UH-1 helicopter programs. These are the only manned flyable assets assigned to the command. The 26 UH-1Ns of AFSPC have their unit markings presented in similar fashion to ACC, with the two-letter tail code on the vertical stabilizer. Most of the helicopters have either the low visibility green and dark gray or the latest gray pattern.

Active duty personnel strength is 19,000, while the reserves contribute a further 1,000. Civilian employees number 4,300 backed up by more than 11,600 contractor personnel working for AFSPC. Apart from the UH-1Ns and ICBMs, AFSPC has more than 50 satellites including Global Positioning Systems, and Milstar. Booster rockets include Delta II, Atlas II, Tital II and Titan IV.

Air Force Space Command Unit structure

14th Air Force - Headquarters Vandenberg AFB, CA

21st Space Wing - Peterson AFB, CO	
30th Space Wing - Vandenberg AFB, CA	
30th OG 76th HF Vandenberg AFB, CA UH-1 N	'HV'
45th Space Wing - Patrick AFB, FL	
50th Space Wing - Schriever AFB, CO	

20th Air Force - Headquarters Francis E Warren AFB, WY

90th Space Wing - Francis E Warren AFB, WY	
90th OG 37th HF Francis E Warren UH-1N	'FE'
319th MS Francis E Warren LGM-30G	-
320th MS Francis E Warren LGM-30G	-
321st MS Francis E Warren LGM-30G	-
400th MS Francis E Warren LGM-118A	-
91st Space Wing - Minot AFB, ND	
91st OG 54th HF Minot AFB, ND UH-1N	'MT'
740th MS Minot AFB, ND LGM-30G	-
741st MS Minot AFB, ND LGM-30G	-
742nd MS Minot AFB, ND LGM-30G	-
341st Space Wing - Malmstrom AFB, MT	
341st OG 10th MS Malmstrom AFB, MT LGM-30G	-
12th MS Malmstrom AFB, MT LGM-30G	-
40th HF Malmstrom AFB, MT UH-1N	'MM'
490th MS Malmstrom AFB, MT LGM-30G	-
564th MS Malmstrom AFB, MT LGM-30G	-

Air Force Special Operations Command (AFSOC)



After operating for several decades under the control of other commands, including Military Airlift Command, the value of the USAF's special forces was finally recognized on 22 May 1990 when Air

Force Special Operations Command was formed as a separate organization. From its headquarters at Hurlburt Field, Florida, AFSOC serves as the Air Force component of US Special Operations Command (USSOC). AFSOC operates worldwide to conduct unconventional warfare, direct action, special reconnaissance, counter terrorism, foreign internal affairs, counterproliferation, humanitarian assistance, psychological warfare, combat search and rescue, and counter narcotics operations. Despite such a wide ranging and bizarre mission, AFSOC operates just one wing, along with three groups - two for special operations overseas and one to define special tactics. In addition AFSOC has one ANG and one AFRC unit which would be assigned during mobilization.

The 16th SOW at Hurlburt Field is the main operating unit and base, with approximately 70 fixed and rotary wing types assigned. The wing operates all of the AC-130H Spectre and AC-130U Spooky gunships. Other squadrons fly the MH-53J/M Pave Low helicopters, as well as the MC-130E Combat Talon I, MC-130H Combat Talon II, and MC-130P Combat Shadow specialist versions of the Hercules. In addition the 352nd and 353rd SOGs are stationed at RAF Mildenhall, UK and Kadena AB, Okinawa, respectively, to conduct special operations duties within the European and Far East regions. AFSOC operates its own flight test squadron designed to evaluate new and modified systems tailored to the special operations mission. The command also has its own Special Tactics Group to develop methods and practices within the ever changing special operations world. The Special Operations School teaches tactics to personnel new to the command.

AFSOC has around 9,000 personnel, along with 2,300 reservists and 540 civilians. The total number of aircraft operated is around 90, together with 42 helicopters. AFSOC has completed the first stage of its re-equipment program, and has begun to prepare for the next phase involving the acquisition of the CV-22B Osprey to replace the MH-53J/M and MH-60G, which were transferred to ACC in 1999. The CV-22 will offer the conventional capabilities of an aircraft combined with the flexibility of vertical take-off and landing usually only associated with a helicopter.

AFSOC has adopted the latest mid-gray pattern for its aircraft and helicopters, although some of the newer fixed wing types, such as the MC-130H still have the low visibility European One dark green and dark gray pattern applied during manufacture. These will be repainted as they receive major overhaul. Unit or command emblems are rarely carried, although some of the 21st SOS MH-53Js have the squadron badge applied in full color on the forward fuselage. Many of the C-130s have nose art and names applied to the port side forward fuselage.

Photograph on the opposite page:

F-16C 88-0441, coded 'ET' and specially marked for the commander of the 39th Flight Test Squadron, 46th Test Wing, based at Eglin AFB, Florida. The aircraft is unusual as it displays the serial in full, and not in the normal tactical style as 88-441. Peter Roll





MH-53J 67-14993 of the 21st SOS, 352nd SOG stationed at RAF Mildenhall. Note the 7.62 mm miniguns mounted in the forward hatch, and on the rear platform. Bob Archer

The Stateside-based, active duty fleet of C-21A Learjets are mostly assigned to the 375th AW, with headquarters at Scott AFB. AMC administers control of these aircraft, which are stationed at eight locations to provide transportation for senior personnel from the major commands. C-21A 84-0079 is from the 457th AS at Andrews AFB, Maryland.

The latest type to enter AMC service is the C-17A, with almost 50 having been delivered to the 437th AW at Charleston AFB, South Carolina, with representative 92-3292 seen about to depart RAF Mildenhall. Bob Archer



AFSOC Unit structure

Direct Reporting Units

2ndSOF -	Robins AFB, GA	EC-137D
16th Special Operations Wing - Hurlburt Field, FL		
16thOG	4th SOS	Hurlburt Field, FL AC-130U
	6th SOS	Hurlburt Field, FL CASA 212-200, UH-1N
	8th SOS	Hurlburt Field, FL C-130E, MC-130E
		squadron to move to Duke Field in 2000
	9th SOS	EglinAFB, FL MC-130P
	15th SOS	Hurlburt Field, FL MC-130H
		to transfer MC-130H elsewhere and equip with the CV-22B
	16th SOS	Hurlburt Field, FL AC-130H
	20th SOS	Hurlburt Field, FL MH-53J/M
352nd Special Operations Group - RAF Mildenhall, UK		
	7th SOS	RAF Mildenhall, UK MC-130H
	21st SOS	RAF Mildenhall, UK MH-53J/M
	67th SOS	RAF Mildenhall, UK C-130E, MC-130P
353rd Special Operations Group - Kadena AB, Okinawa		
	1st SOS	Kadena AB, Okinawa MC-130H
	17th SOS	Kadena AB, Okinawa C-130E, MC-130P
	31st SOS	OsanAB, RoK MH-53J/M

Air Mobility Command (AMC)



Air Mobility Command was established on 1 June 1992 to replace Military Airlift Command (MAC) as the primary rapid, global airlift provider for the Department of Defense. The command serves as the

USAF component of US Transport Command (USTRANSCOM) and is tasked with providing the necessary capabilities to rapidly airlift all manner of personnel, armor, equipment, weapons and cargo anywhere in the world. Shortcomings in airlift capability became apparent during the early stages of Operation 'Desert Shield', when MAC airlifters found it difficult to cope with the pressing need to rapidly transport all the personnel and equipment to the Middle East following the Iraqi invasion of Kuwait in August 1990. The need to bolster Saudi Arabia in particular, and the other Gulf States, saw MAC rely upon civilian cargo aircraft in many instances. In addition, crews were required to fly to bases outside of the Middle East to take their statutory rest, while aircraft had to have routine maintenance waived to enable the command to fully complete the task. These factors highlighted the need for a reorganized and integrated airlift capability.

Upon its creation, AMC gained the majority of SAC tankers, which had for some time performed a limited cargo capability. Whereas the KC-135 was designed for the aerial refueling role primarily, and could be utilized to carry cargo, the KC-10A was purpose built to conduct both duties from the outset. 'Desert Shield' saw an increased reliance upon the SAC tanker fleet to carry freight to the Middle East, although MAC had to approach SAC to request the tankers for airlift duties. Soon after the creation of AMC, the command established the Tanker Airlift Control Center at Scott AFB, to effectively integrate the routine delivery of personnel and cargo, particularly from the USA to overseas destinations.

Initially all the tankers were allocated to the 15th Air Force, with the remaining AMC assets divided geographically between the 21st and 22nd Air Forces. However the 22nd AF was subsequently reassigned to the Air National Guard on 1 July 1993, enabling the two remaining Air Forces to be realigned on the geographic basis. The two Air Mobility Wings were formed to act as gateways from and to the United States, with the 59 KC-10As being distributed between the pair. The 305th AMW at McGuire AFB, New Jersey, and the 60th AMW at Travis AFB, California, were designed to be the gateways to Europe and the Far East respectively. AMC also centralized the location of its KC-135 tankers within just five units, instead of having them co-located with the bomber fleet. Three wings were allocated four squadrons of KC-135s each, while the remaining two are assigned a single squadron.

The C-130-equipped theater airlift role was assigned to AMC upon its creation, although not long afterwards this was relocated to ACC. However a change of plan saw it returned to AMC in April 1997, along with the C-21A communications aircraft which were previously allocated to the headquarters of each major command. The location of the C-21s remained largely unchanged, although AMC formed a number of additional squadrons and flights to effectively coordinate operations.

The carriage of the President, senior politicians, and high ranking military personnel had been carried out by the 89th AW from Andrews AFB, Maryland, since the wing was formed in 1966. This function was part of MAC and became an AMC duty in June 1991. Many of the aircraft in service were fairly old and costly to maintain and operate. Most were certainly not state of the art types. AMC set about replacing some of these older aircraft including the C-135s, and C-137s (three of which were of 1958 vintage). Indeed the two Presidential 'Air Force One' jets which were ordered in 1962 and 1972 as VC-137Cs, had been replaced by a pair of VC-25As, based on Boeing 747-200B airframes. Nevertheless the C-137s continued to soldier on in a secondary role. The existing fleet of VC-9Cs and C-20s were bolstered by additional, more capable types including four C-32As (military versions of the Boeing 757) and the C-37A Gulfstream V.

The single most significant development for AMC was the arrival at Charleston AFB, South Carolina of the first C-17A Globemaster III on 10 June 1993. Inscribed *The Spirit of Charleston*, aircraft 89-1192 was the first of 48 C-17As to be delivered to the 437th AW. The type was the subject of cost over-runs and corresponding criticism within political circles, although an intensive, month-long evaluation during the Summer of 1995 proved the value of the aircraft, which passed the rigorous tests with flying colors and cleared the way for the full complement of 120 to be ordered. Subsequently a further 60 were



requested to enable the remainder of the C-141B fleet to be replaced.

AMC has an active duty manpower of more than 52,000, along with 80,000 reservists and 8,600 civilians. More than 700 aircraft are assigned to the command, with no plans for the command to receive any substantial new types apart from the remaining C-17 orderbook. However AMC strategic airlifters are likely to be the subject of extensive upgrades, especially the C-5 Galaxy which is reported to be the most costly aircraft to operate per flying hour in the USAF inventory. Although no orders have been placed yet, AMC may well exchange its elderly C-130Es for the C-130J at some stage in the future, although there are ambitious plans to upgrade the former version with cockpit enhancements as the C-130X.

AMC has retained the Military Airlift Command tradition of presenting the Wing, or Group identity on the nose. Unit and command emblems are displayed in dark outline form, either on the fuselage or tail. The serial is presented on the fin in full, with the 'last four' repeated on the nose. A full color wing tail stripe is located across the central part of the fin on airlifters and across the upper section on tankers. Most contain the base name or some other legend associated with the unit. The VIP fleet at Andrews AFB are mostly presented in a high visibility scheme with a white upper surface, mid-blue lower area and nose, and a large blue chevron on the tail. None of these carry unit identification and some lack national insignia, although all have 'United States of America' along the fuselage and the US flag on the tail.

AMC is the command responsible for approximately twenty C-12s which are operated by various Embassy Flights around the world. These function to transport the Ambassador and other senior staff within the country of their responsibility. In addition the US Military Training Mission at Dhahran AB, Saudi Arabia, operates at least one C-12 for operations throughout the Middle East. Most, if not all, have the high visibility scheme consisting of a white upper surface, mid-blue lower area and nose, and a large blue chevron on the tail, similar to that of the 89th AW fleet.

AMC Unit Structure

Direct Reporting

AMC is responsible for the C-12s of the US Military Training Mission, Dhahran AB, Saudi Arabia and the Embassy Flight stationed at various airports around the world, as follows: Abidjan, Ivory Coast; Ankara, Turkey; Athens, Greece; Bangkok, Thailand; Bogota, Columbia; Brasilia, Brazil; *Budapest, Hungary; Buenos Aires, Argentina; Cairo, Egypt; Canberra, Australia; Djakarta, Indonesia; *Islamabad, Pakistan; Kinshasa, Democratic Republic of Congo; *La Paz, Bolivia; Manila, Philippines; *Mexico City, Mexico; Riyadh, Saudi Arabia; Tegucigalpa, Honduras. All operate the C-12C except those marked * which are assigned the C-12D.

15th Air Force - Headquarters Travis AFB, CA

22nd Air Refueling Wing - McConnell AFB, KS

22nd OG	344th ARS	McConnell AFB, KS	KC-135R/T
	349th ARS	McConnell AFB, KS	KC-135R
	350th ARS	McConnell AFB, KS	KC-135R
	384th ARS	McConnell AFB, KS	KC-135R

60th Air Mobility Wing - Travis AFB, CA

60th OG	6th ARS	Travis AFB, CA	KC-10A
	9th ARS	Travis AFB, CA	KC-10A
	21st AS	Travis AFB, CA	C-5A/B/C
	22nd AS	Travis AFB, CA	C-5A/B

62nd Airlift Wing - McChord AFB, WA
 62nd OG 4th AS McChord AFB, WA C-141 B
 7th AS McChord AFB, WA C-17A
 8th AS McChord AFB, WA C-141 B
 Received the first C-17 in July 1999

92nd Air Refueling Wing - Fairchild AFB, WA
 92nd OG 92nd ARS Fairchild AFB, WA KC-135R/T
 93rd ARS Fairchild AFB, WA KC-135R/T
 96th ARS Fairchild AFB, WA KC-135R/T
 97th ARS Fairchild AFB, WA KC-135R/T

317th Airlift Group - Dyess AFB, TX
 39th AS Dyess AFB, TX C-130H
 40th AS Dyess AFB, TX C-130H

319th Air Refueling Wing - Grand Forks AFB, ND
 319thOG 905th ARS Grand Forks AFB KC-135R
 906th ARS Grand Forks AFB KC-135R
 91 1st ARS Grand Forks AFB KC-135R
 91 2nd ARS Grand Forks AFB KC-135R

375th Airlift Wing - Scott AFB, IL
 375th OG 11th AS Scott AFB, IL C-9A
 457th AS Andrews AFB, MD C-21A
 12thALF Langley AFB, VA C-21A
 47th ALF Wright-Patterson AFB C-21 A
 54th ALF Maxwell AFB, AL C-21 A
 458th AS Scott AFB, IL C-21 A
 84th ALF Peterson AFB, CO C-21 A
 31 1st ALF OffuttAFB, NE C-21 A
 332nd ALF Randolph AFB, TX C-21A

21st Air Force - Headquarters McGuire AFB, NJ

1 9th Air Refueling Group - Robins AFB, GA
 99th ARS Robins AFB, GA KC-135R, EC-137D
 EC-137D is with CinC USSOCOM

6th Air Refueling Wing - MacDill AFB, FL
 6th OG 91st ARS MacDill AFB, FL KC-135R, EC-135N,
 CT-43A
 EC-135NiswithCinCUSCENTCOM
 CT-43A is with CinC USSOUTHCOM

43rd Airlift Wing - Pope AFB, NC
 43rd OG 2nd AS Pope AFB, NC C-130E
 41st AS Pope AFB, NC C-130E

89th Airlift Wing - Andrews AFB, MD
 89th OG Presidential Flight -Andrews AFB VC-25A
 1s1HS Andrews AFB, MD UH-1N
 1st AS Andrews AFB, MD C-137C, C-12D, C-32A
 99th AS Andrews AFB, MD VC-9C, C-37A,
 C-20B/C/H

305th Air Mobility Wing - McGuire AFB, NJ
 305th OG 2nd ARS McGuire AFB, NJ KC-10A
 6th AS McGuire AFB, NJ C-141B
 13th AS McGuire AFB, NJ C-141B
 32nd ARS McGuire AFB, NJ KC-10A

436th Airlift Wing - Dover AFB, DE
 436th OG 3rd AS Dover AFB, DE C-5A/B
 9th AS Dover AFB, DE C-5A/B

437th Airlift Wing - Charleston AFB, SC
 437th OG 14th AS Charleston AFB, SC C-17A
 15th AS CharlestonAFB.SC C-17A
 16th AS CharlestonAFB.SC C-17A, C-141B
 17th AS Charleston AFB, SC C-17A

463rd Airlift Group - Little Rock AFB, AR
 50th AS Little Rock AFB, AR C-130H
 61st AS Little Rock AFB, AR C-130E

Pacific Air Forces (PACAF)



The Pacific Air Forces were established on 1st July 1957 to co-ordinate offensive and defensive air operations within the Pacific and Asian theaters. Although not designated as a major command,

PACAF has equal status to its Stateside peers. From its headquarters at Hickam AFB, Hawaii, PACAF has the largest area of operation within the USAF, despite the majority of it being the Pacific Ocean. Likewise the command operates within the most varied of climatic conditions, ranging from the Tropics to the Alaskan landmass which enjoys some of the coldest weather imaginable. To accomplish its operations effectively, PACAF has four numbered Air Forces, consisting of the 5th AF at Yokota AB to co-ordinate activities within Japan and Okinawa, the 7th AF at Osan AB controlling South Korea, the 11th AF at Elmendorf AFB which oversees activities in Alaska, and the 13th AF at Andersen AFB which operates to administer Guam and the facilities at Paya Lebar Airfield in Singapore.

The 5th Air Force is responsible for a mixed complement of fighter, tanker, airlift, and airborne early warning aircraft which in effect could enable the command to be self sufficient, although exercises normally involve assets from other commands, as well as from allied nations in the region. The two fighter units which constitute the 7th Air Force without doubt face the most unpredictable of neighbors to the north. Both units can trace their lineage back to the early 1950s and involvement in the Korean War. The crews of the two wings operate on a constant state of readiness to retaliate, should the North Koreans decide to invade the south for a second time. The 11th Air Force was activated on 9 August 1990 when it replaced Alaskan Air Command. The units of the 11th AF have a similar composition to those of the 5th AF. With such harsh weather conditions prevailing for much of the year, the squadrons in Alaska are required to function with specialized operations, requiring most of the aircraft being hangared or sheltered except when performing missions. Alaska is closer to Russia than any other US state, and throughout the Cold War the squadrons in residence maintained a credible alert posture to intercept probing flights. In contrast to the 11th AF,



3rd Wing mixed formation of E-3B 76-1604 'AK' of the 962nd AACS with F-15C 75-0104 'AK' of the 19th FS flying adjacent to Mount McKinley in Alaska. USAF Official

A-10A 80-0238 'AK' of the 355th FS, 354th FW based at Eielson AFB, Alaska, though landing at Nellis AFB, Nevada. Bob Archer



The 52nd FW commander's aircraft in formation during February 2000. Nearest the camera is F-16C 90-0082 '52 FW, which is a recent addition to the wing. OA-10A 81-0954 is from the 81st FS, while in the background are F-16Cs 90-0829 of 23rd FS, and 96-0080 of 22nd FS. 52nd FW Official

the 13th Air Force on Guam extends operations across a vast expanse of ocean from Guam to Singapore. It had no aircraft assigned until 1999 when the 15th ABW at Hickam AFB, Hawaii was assigned, operating a small fleet of VIP-configured C-135s for senior PACAF commanders.

PACAF has a personnel strength of 31,500 backed up by 4,500 reservists and 8,500 civilians. The command been largely unaffected by the draw-down, and has a complement of approximately 400 aircraft which is little changed from that assigned ten years ago, except that the USAF no longer has a presence in the Philippines. During 1998 the 33rd FW at Eglin AFB, Florida and the 3rd Wing at Elmendorf AFB exchanged their F-15C/Ds on a one for one basis. There are no planned equipment changes in the near future, although the F-22 Raptor will probably replace the F-15C/Ds at Elmendorf AFB and Kadena AB sometime during the decade. Looking well into the future the Joint Strike Fighter is also expected to join PACAF to replace the F-16, although no time scale for this has yet been announced.

Markings applied to PACAF aircraft are similar to those applied to tactical squadrons of ACC. However the PACAF C-130s and KC-135s have retained the tactical style markings and not switched to the AMC-style presentation.

PACAF Unit Structure

5th Air Force - Headquarters Yokota AB, Japan

18th Wing - Kadena AB, Okinawa					
18th OG	33rd RQS	Kadena AB, Okinawa	HH-60G	IT	
	- det 1	Osan AB, RoK	HH-60G	IT	
	44th FS	Kadena AB, Okinawa	F-15C/D	IT	
	67th FS	Kadena AB, Okinawa	F-15C/D	IT	
	909th ARS	Kadena AB, Okinawa	KC-135R	IT	
	- det I	Andersen AFB, Guam	KC-135R	IT	
	961st AACs	Kadena AB, Okinawa	E-3B/C	IT	
35th Fighter Wing - Misawa AB, Japan					
35th OG	13th FS	Misawa AB, Japan	F-16CG/DG	WW	
	14th FS	Misawa AB, Japan	F-16CG/DG	WW	
374th Airlift Wing - Yokota AB, Japan					
374th OG	22nd HF	Yokota AB, Japan	UH-1N	-	
	30th AS	Yokota AB, Japan	C-9A	-	
	36th AS	Yokota AB, Japan	C-130E	YJ	
	459th AS	Yokota AB, Japan	C-21A	-	

7th Air Force - HQ Osan AB, Republic of Korea

8th Fighter Wing - Kunsan AB, Republic of Korea					
8th OG	35th FS	Kunsan AB, RoK	F-16CJ/DJ	WP	
	80th FS	Kunsan AB, RoK	F-16CJ/DJ	WW	
51st Fighter Wing - Osan AB, Republic of Korea					
51st OG	25th FS	Osan AB, RoK	OA/A-10A	OS	
	36th FS	Osan AB, RoK	F-16CG/DG	OS	
	55th ALF	Osan AB, RoK	C-12J	OS	

11th Air Force - Headquarters Elmendorf AFB, AK

3rd Wing - Elmendorf AFB, AK					
Srd OG	19th FS	Elmendorf AFB, AK	F-15C/D	AK	
	54th FS	Elmendorf AFB, AK	F-15C/D	AK	
	90th FS	Elmendorf AFB, AK	F-15E	AK	
	517th AS	Elmendorf AFB, AK	C-130H	AK	
	- det 1	Elmendorf AFB, AK	C-12F/J	AK	
	962nd AACs	Elmendorf AFB, AK	E-3B/C	AK	
354th Fighter Wing - Eielson AFB, AK					
354th OG	18th FS	Eielson AFB, AK	F-16CG/DG	AK	
	355th FS	Eielson AFB, AK	OA/A-10A	AK	

13th Air Force - Headquarters Andersen AFB, Guam

15th Air Base Wing - Hickam AFB, HI					
15th OG	65th AS	Hickam AFB, HI	C-135C/E, EC-135K, KC-135E		
36th Air Base Wing - Andersen AFB, Guam					
36th OG		Andersen AFB, Guam	No aircraft assigned		



US Air Forces in Europe (USAFE)



The United States Air Forces in Europe (USAFE) is the oldest active duty major flying organization in the USAF, having been formed on 7 August 1945. As with PACAF, USAFE is not designated as a major

command, but has equal status. USAFE has spent the majority of its 55 years of existence poised in a giant stand-off between east and west. Senior planners anticipated that any attack on the west by the Soviet Union and its allies would probably be mounted across the plains of Germany, as it was at this point where the forces of NATO directly faced those of the Warsaw Pact. Therefore USAFE was provided with the latest of equipment, and was bolstered by the presence of SAC strategic bombers on ground alert for a number of years. In addition TAG fighter units regularly deployed to Europe for familiarization training, particularly as the dense air traffic in Europe was radically different from the wide open skies of most of the United States.

Headquarters USAFE is at Ramstein AB, Germany and for many years the command was divided into three numbered Air Forces. The 3rd Air Force was responsible for its forces in England, the 17th Air Force for those in Germany, and the 16th Air Force covering the entire Mediterranean region from Spain to Turkey. However a reorganization in 1996 saw the inactivation of the 17th AF on 31 July, with its responsibilities divided between the remaining two, with the 3rd AF administering assets to the north of the Alps, while the 16th AF controlled those to the south.

USAFE has seen its share of combat during recent years, with its aircraft heavily involved in Operation 'Proven Force', the offensive launched against northern Iraq from Turkey at the same time as Operation 'Desert Storm' in 1991.

Subsequently USAFE aircraft have rotated to Turkey to implement the air exclusion zone above northern Iraq. At the end of 1998, USAFE aircraft began a retaliatory campaign as the Iraq air defenses became increasingly hostile. USAFE had also been involved in the implementation of a second no-fly zone above Bosnia, resulting in a series of strikes against Serbian targets.

During 1999 the majority of USAFE assets were committed to Operation 'Allied Force' to stem the ethnic cleansing of Albanians from Kosovo. USAFE offensive aircraft backed by additional assets drawn from other commands flew thousands of strike missions against Serbia and Serbian security targets in Kosovo. The campaign ended on 10 June with the Serbians agreeing to withdraw from Kosovo.



USAFE personnel number almost 27,000, with a further 400 reservists and 5,000 civilians. Aircraft assigned number less than 250, which is a shadow of the total in theater during the height of the Cold War. USAFE tactical squadrons have similar markings as those carried by ACC squadrons. As with PACAF, USAFE C-130s and KC-135s have retained the tactical style markings and not switched to the AMC-style presentation.

USAFE Unit Structure

3rd Air Force - Headquarters RAF Mildenhall, UK

48th Fighter Wing - RAF Lakenheath, UK				
48th OG	492nd FS	RAF Lakenheath, UK	F-15E	IN'
	493rd FS	RAF Lakenheath, UK	F-15C/D	IN'
	494th FS	RAF Lakenheath, UK	F-15E	IN'

52nd Fighter Wing - Spangdahlem AB, Germany

52nd OG	22nd FS	Spangdahlem AB	F-16CJ/DJ	'SP'
	23rd FS	Spangdahlem AB	F-16CJ/DJ	'SP'
	81st FS	Spangdahlem AB	OA/A-10A	'SP'

86th Airlift Wing - Ramstein AB, Germany

86th OG	37th AS	Ramstein AB	C-130E	'RS'
	75th AS	Ramstein AB	C-9A	
	76th AS	Ramstein AB	C-20A, C-21 A	
	7005th ABS	Echterdingen AB	C-21 A for HQ USEUCOM	

100th Air Refueling Wing - RAF Mildenhall, UK

100thOG	351st ARS	RAF Mildenhall, UK	KC-135R	'D'
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16th Air Force - Headquarters Aviano AB, Italy

31st Fighter Wing - Aviano AB, Italy				
31stOG	510thFS	Aviano AB, Italy	F-16CG/DG	'AV'
	555th FS	Aviano AB, Italy	F-16CG/DG	'AV'

39th Wing - Incirlik AB, Turkey

39th OG	Incirlik AB, Turkey	No aircraft assigned		
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Air Force Reserve Command (AFRC)



Previously known as the Air Force Reserve (AFRes), the organization was upgraded to Command status on 17 February 1997. AFRC has its headquarters at Robins AFB, Georgia, with its units divided

into three numbered Air Forces, containing assets broadly along the organizational control during time of mobilization. The 4th Air Force at March ARB, California, controls airlift and air refueling units stationed in the midwest and western USA. The 10th Air Force at NAS Fort Worth JRB, Texas, has all the fighter, training, special operations, airborne early warning and bomber units which would report to ACC, AETC, and AFSOC. Finally the 22nd Air Force at Dobbins ARB, Georgia, contains airlift and tanker assets located in some central and all eastern states.

Currently AFRC is required to provide trained units to accomplish assigned tasks, and to perform peacetime missions which are compatible with the active duty Air Force during mobilization readiness requirements. The Air Force Reserve, which was originally established on 1 December 1948, was until 1 August 1968 part of Continental Air Command (CONAC). However CONAC was discontinued, with the AFRes becoming a separate operating agency.



AFRes was traditionally an airlift orientated organization, although gradually other missions were added as modernization programs were implemented. In recent years the Air Reserve Component, which includes the Air National Guard, have assumed a greater portion of the overall Air Force mission. AFRC assumed additional roles as the active duty Air Force was scaled down. AFRC has a ground attack capability, as well as strategic bomber, aerial refueling, and special operations.

AFRC is a ready reserve of more than 132,000 personnel who can be recalled to active duty to augment active forces in time of war or national emergency. Approximately 70,000 are members of the select reserve who regularly train with their participating unit. These forces are combat ready and can deploy worldwide in 72 hours. The remainder are an individual ready reserve who have a service obligation and can be recalled if needed.

AFRC personnel are required to report for duty one weekend each month, with an additional 15 days of service annually. However most serve considerably more, especially the aircrew who average some 100 duty days each year. The Reserve Associate Program, whereby trained aircrews and maintenance personnel operate active duty aircraft, was instigated many years ago. The program pairs an active duty with a reserve unit, resulting in a cost effective method of increasing mission capabilities. At present the reserve associate units serve the C-5, C-9, C-17, C-141, KC-10, KC-135, E-3 and more recently AETC training aircraft.

AFRC has 430 aircraft assigned, including some which were ordered specifically for the command, although more than half are former active duty airframes which have been transferred for reserve service. These aircraft types mirror the active duty Air Force, as AFRC units play a significant role augmenting certain roles including airlift and aerial refueling. AFRC is in the process of receiving the new C-130J at present to perform both the airlift role and weather reconnaissance.

The color schemes and markings carried by aircraft of both the AFRC and the ANG are identical to those of their respective gaining command. The fighter squadrons have tail codes and colorful fin bands, while the tanker and airlift units have markings similar to AMC units. Some AFRC C-130 squadrons have elected to retain the tail code, 'tactical' style markings and serial presentation from the period up to April 1997 when these units had ACC as their gaining command. However they are likely to be changed as the aircraft gradually undergo major overhaul.





F-16C 87-0230 'HI' of 466th FS on the flightline at Hill AFB, Utah, with the snow covered Wasatch Mountains in the background. Brian Rogers

HH-60G 90-26239 'PD' of the 304th RQS, based at Portland IAP, Oregon, is one of three AFRC squadrons flying the Pave Hawk. Brian Rogers

C-130H 87-9284 of the of the 700th AS, based at Dobbins ARB, Georgia. Most AFRC units have applied a colorful tail stripe. Bob Archer

C-141C 65-9414 of the 452nd AMW, stationed at March ARB, California. This aircraft had the distinction of being the first to be converted to C-141C standard. Bob Archer



AFRC Unit Structure

4th Air Force - Headquarters March ARB, CA

349th Air Mobility Wing - Travis AFB, CA
(Associate unit - No aircraft assigned)

349th OG	70th ARS	Travis AFB, CA	KC-10A
	79th ARS	Travis AFB, CA	KC-10A
	301st AS	Travis AFB, CA	C-5A/B
	312th AS	Travis AFB, CA	C-5A/B

433rd Airlift Wing - Kelly AFB, TX
433rd OG 68th AS Kelly AFB, TX C-5A

434th Air Refueling Wing - Grissom AFB, IN
434th OG 72nd ARS Grissom AFB, IN KC-135R
74th ARS Grissom AFB, IN KC-135R

445th Airlift Wing - Wright-Patterson AFB, OH
445th OG 89th AS Wright-Patterson AFB C-141 C
356th AS Wright-Patterson AFB C-141 C

446th Airlift Wing - McChord AFB, WA
(Associate unit - No aircraft assigned)
446th OG 97th AS McChord AFB, WA C-141B
313th AS McChord AFB, WA C-141 B
728th AS McChord AFB, WA C-141 B to C-17A

452nd Air Mobility Wing - March ARB, CA
452nd OG 336th ARS March ARB, CA KC-135R
729th AS March ARB, CA C-141 C
730th AS March ARB, CA C-141 C

507th Air Refueling Wing - Tinker AFB, OK
507th OG 465th ARS Tinker AFB, OK KC-135R

916th Air Refueling Wing - Seymour Johnson AFB, SC
916th OG 77th ARS Seymour Johnson KC-135R

927th Air Refueling Wing - Selfridge ANGB, MI
927th OG 63rd ARS Selfridge ANGB, MI KC-135E





While most aircraft have adopted low visibility schemes, the 139th AS, New York ANG at Schenectady have applied red areas to the tail and wings to aid with detection during operations in Antarctica. The unit recently gained the resupply of the scientific outposts on the Antarctic from the Navy. The squadron operates several ski-equipped LC-130Hs including 93-1096. Bob Archer



The ANG has applied some exotic tail markings to their aircraft, with the 138th FS at Syracuse-Hancock IAP displaying a huge Cobra's head on F-16C 87-0286. Brian Roger

F-16C 88-0415 'NM' of the 188th FS, New Mexico ANG from Kirtland AFB, diving onto a range target near Albuquerque. Peter Foster



KC-135E 57-2600 of the 116th ARS, Washington ANG, stationed at Fairchild AFB. The ANG has gradually upgraded to the KC-135R, although ten squadrons still operate the KC-135E model. Bob Archer

4th Air Force - Headquarters March ARB, CA - contd

- 931st Air Refueling Group - McConnell AFB, KS
(Associate unit - No aircraft assigned)
- 18th ARS McConnell AFB, KS KC-135R
- 44th ARS McConnell AFB, KS KC-135R
- 932nd Airlift Wing - Scott AFB, IL
(Associate unit - No aircraft assigned)
- 932nd OG 73rd AS Scott AFB, IL C-9A
- 940th Air Refueling Wing - Beale AFB, CA
- 940th OG 314th ARS Beale AFB, CA KC-135E



10th Air Force - Headquarters NAS Fort Worth JRB, Carswell Field, TX

301st Fighter Wing - NAS Fort Worth JRB, TX

301stOG 457th FS NAS Fort Worth JRB F-16C/D TX'

340th Flying Training Group - Randolph AFB, TX

(Associate unit - No aircraft assigned)

5th FTS	Vance AFB, OK	T-1 A, T-37B, T-38A	W
43rd FTS	Columbus AFB, MS	T-1 A, T-37B, T-38A	'CB'
96th FTS	Laughlin AFB, TX	T-1A, T-37B, T-38A	'XL'
97th FTS	Sheppard AFB, TX	T-1A, T-37B, T-38A	'EN'
100th FTS	Randolph AFB, TX	T-1A, T-37B, T-38A	'RA'

419th Fighter Wing - Hill AFB, UT

419thOG 466th FS Hill AFB, UT F-16C/D 'HI'

442nd Fighter Wing - Whiteman AFB, MO

442nd OG 303rd FS Whiteman AFB, MO OA/A-10A 'KG'

482nd Fighter Wing - Homestead ARB, FL

482nd OG 93rd FS Homestead ARB, FL F-16C/D 'FM'

513th Air Control Group - Tinker AFB, OK

(Associate unit - No aircraft assigned)

970th AACs Tinker AFB, OK E-3B/C 'OK'

917th Wing-BarksdaleAFB, LA

917th OG 47th FS Barksdale AFB, LA OA/A-10A 'BD'
93rd BS Barksdale AFB, LA B-52H 'BD'

919th Special Operations Wing - Duke Field, FL

919thOG 5th SOS Eglin AFB, FL MC-130P
(Associate unit- No aircraft assigned)
711th SOS Duke Field, FL C-130E/H, MC-130E-

926th Fighter Wing - NAS New Orleans, LA

926th OG 706th FS NAS New Orleans OA/A-10A 'NO'

939th Rescue Wing - Portland IAP, OR

939th OG 303rd RQS Portland IAP, OR HC-130P, C-130E 'PD'
304th RQS Portland IAP, OR HH-60G 'PD'
305th RQS Davis-Monthan AFB HH-60G 'DR'
920th RQG 39th RQS Patrick AFB, FL HC-130P 'FL'
301st RQS Patrick AFB, FL HH-60G 'FL'

944th Fighter Wing - Luke AFB, AZ

944th OG 302nd FS Luke AFB, AZ F-16C/D IR'

22nd Air Force - Headquarters Dobbins ARB, GA

94th Airlift Wing - Dobbins ARB, GA

94th OG 700th AS Dobbins ARB, GA C-130H ex'DB'

302nd Airlift Wing - Peterson AFB, CO

302nd OG 731st AS Peterson AFB, CO C-130H ex'CR'

315th Airlift Wing - Charleston AFB, SC

(Associate unit - No aircraft assigned)

315thOG	300th AS	Charleston AFB, SC	C-17A
	317th AS	Charleston AFB, SC	C-17A
	701st AS	Charleston AFB, SC	C-17A
	707th AS	Charleston AFB, SC	C-17A

403rd Wing - Keesler AFB, MS

403rd OG 53rd WRS Keesler AFB, MS WC-130HtoWC-130J
815th AS Keesler AFB, MS C-130Eto'J ex'KT'

439th Airlift Wing - Westover AFB, MA

439th OG 337th AS Westover AFB, MA C-5A

440th Airlift Wing - General Mitchell IAP, WI

440th OG 95th AS Gen. Mitchell IAP, WI C-130H ex W

459th Airlift Wing - Andrews AFB, MD

459th OG 756th AS Andrews AFB, MD C-141C

512th Airlift Wing -Dover AFB, DE

(Associate unit - No aircraft assigned)

512thOG	326th AS	Dover AFB, DE	C-5A/B
	709th AS	Dover AFB, DE	C-5A/B

514th Air Mobility Wing - McGuire AFB, NJ

(Associate unit - No aircraft assigned)

514th OG	76th ARS	McGuire AFB, NJ	KC-10A
	78th ARS	McGuire AFB, NJ	KC-10A
	702nd AS	McGuire AFB, NJ	C-141B
	732nd AS	McGuire AFB, NJ	C-141B

908th Airlift Wing - Maxwell AFB, AL

908th OG 357th AS Maxwell AFB, AL C-130H ex'MX'

910th Airlift Wing - Youngstown-Warren RAP, OH

910thOG 757th AS Youngstown-Warren C-130H ex'YO'
773rdAS Youngstown-Warren C-130H ex'YO'

911th Airlift Wing - Greater Pittsburgh IAP, PA

911th OG 758th AS Gtr. Pittsburgh IAP, PA C-130H ex'PI'

913th Airlift Wing - NAS Willow Grove JRB, PA

913thOG 327th AS NAS Willow Grove C-130E ex'WG'

914th Airlift Wing - Niagara Falls IAP, NY

914thOG 328th AS Niagara Falls IAP, NY C-130H ex'NF'

934th Airlift Wing - Minneapolis-St Paul IAP, MN

934th OG 96th AS Minneapolis-St Paul C-130E ex'MS'

Air National Guard (ANG)



The Air National Guard, with its headquarters in the Pentagon in Washington, DC, was formed on 28 November 1945 and is a field operating agency, which is administered by the National Guard Bureau,

who also oversees the Army National Guard. The Guard has a similar mission to that of the AFRC to augment the active duty Air Force during emergencies and in time of war. Whereas the AFRC is an Air Force organization, the ANG has both a state and federal mission. Under state control, Guard units are commanded by the governor of their respective state. To complete their federal mission, ANG units are established on a similar basis to the active duty, and are assigned to a major command for peacetime operations. The Guard units are placed under the control of these commands when mobilized.

The ANG has a diverse role, encompassing almost every flying mission of the active duty Air Force. In many cases ANG flying units have replaced the active duty, in particular the Air Force's air defense intercept force which is provided exclusively. In addition 33% of general purpose fighter, 45% of tactical airlift and 43% of air refueling KC-135 operations are flown by the ANG. Other duties such as rescue and recovery, strategic bomber, and strategic airlift are routinely conducted by the ANG in place of active units.

In a similar manner to the AFRC, Guardsmen are also required to train for duty one weekend each month, plus with an additional 15 days of service annually, although many exceed these periods significantly. Both ANG and AFRC personnel were mobilized for duty in the Middle East during Operation 'Desert Storm'. Subsequently the reserve component played an important role supplementing active duty forces implementing UN and NATO air exclusion zones above Iraq and Bosnia. The reserves have sent aircraft and personnel to both theaters to allow active duty units a break from the rigors of flight operations under combat conditions. More recently the reserves were included in Operation 'Allied Force', with several units being mobilized.

The ANG is currently re-equipping with the C-130J for airlift duties, and is preparing to receive the EC-130J for psychological warfare operations.

The Guard is also slated to receive the C-17 which is due to enter service with the Mississippi ANG in July 2004. The ANG has more than 109,000 personnel who serve almost 90 flying units and 240 support units. ANG aircraft have adopted the markings of the commands to which they would be assigned during mobilization. No doubt influenced by the predominance of volunteers, some squadrons have extremely colorful markings, particularly those applied to the aircraft of unit commanders.

Air National Guard structure

Air Mobility Command gaining when mobilized

105th Airlift Wing	Stewart IAP, NY		
105thOG	137th AS	C-5A	
109th Airlift Wing	Schenectady County Apt, NY		
109th OG	139th AS	C-130H, LC-130H, C-26B-	
118th Airlift Wing	Nashville Metro Apt, TN		
118thOG	105th AS	C-130H	
123rd Airlift Wing	Standiford Field / Louisville IAP, KY		
123rdOG	165th AS	C-130H	
124th Airlift Wing	Gowen Field/Boise Air Terminal, ID		
	189th AS	C-130E	
130th Airlift Wing	Yeager Apt, WV		
130thOG	130th AS	C-130H	'WV'
133rd Airlift Wing	Minneapolis-St Paul IAP, MN		
133rdOG	109th AS	C-130H	'MN'
135th Airlift Group	Martin State Apt, Baltimore, MD		
	135th AS	C-130E	ex'MD'
136th Airlift Wing	NAS Fort Worth, JRB / Carswell Field, TX		
136thOG	181st AS	C-130H	'TX'
137th Airlift Wing	Will Rogers World Apt, OK		
137thOG	185th AS	C-130H	'OK'
139th Airlift Wing	Rosecrans Memorial Apt, MO		
139thOG	180th AS	C-130H	'XP'
143rd Airlift Wing	Quonset State Apt, RI		
143rdOG	143rd AS	C-130E	'RI'
145th Airlift Wing	Charlotte/Douglas IAP, NC		
145thOG	156th AS	C-130H	'NC'
146th Airlift Wing	Channel Islands ANGB, CA		
146thOG	115th AS	C-130E	ex'CI'
152nd Airlift Wing	May ANGB Reno-Tahoe IAP, NV		
152nd OG	192nd AS	C-130E	ex W
153rd Airlift Wing	Cheyenne MAP, WY		
153rdOG	187th AS	C-130H	'WY'
156th Airlift Wing	Luis Munoz Marin IAP, PR		
156thOG	198th AS	C-130E	
165th Airlift Wing	Savannah IAP, GA		
165thOG	158th AS	C-130H	ex'GA'
166th Airlift Wing	New Castle County Apt, DE		
166thOG	142nd AS	C-130H	'DE'
167th Airlift Wing	Eastern WV Regional Apt, WV		
167thOG	167th AS	C-130H	'WV'
179th Airlift Wing	Mansfield Lahm Apt, OH		
179thOG	164th AS	C-130H	'OH'
182nd Airlift Wing	Greater Peoria Regional Apt, IL		
182ndOG	169th AS	C-130E	'IL'
127th Airlift Group	Selfridge ANGB, MI		
	171st AS	C-130E	
164th Airlift Wing	Memphis IAP, TN		
164thOG	155th AS	C-141C	
172nd Airlift Wing	Jackson IAP, MS		
172ndOG	183rd AS	C-141C	
101st Air Refueling Wing - Bangor IAP, ME			
101stOG	132nd ARS	KC-135E	
107th Air Refueling Wing - Niagara Falls IAP, NY			
107thOG	136th ARS	KC-135R	

108th Air Refueling Wing - McGuire AFB, NJ
108th OG 141stARS C-135B, KC-135E
150th ARS KC-135E

117th Air Refueling Wing - Birmingham MAP, AL
117thOG 106th ARS KC-135R

121st Air Refueling Wing - Rickenbacker IAP, OH
121st 06 145th ARS KC-135R
166th ARS KC-135R

126th Air Refueling Wing - Scott AFB, IL
126thOG 108th ARS KC-135E

128th Air Refueling Wing - General Mitchell IAP, WI
128th 06 126th ARS KC-135R

134th Air Refueling Wing - McGhee Tyson Apt, TN
134thOG 151st ARS KC-135E

141st Air Refueling Wing - Fairchild AFB, WA
141st 06 116th ARS KC-135E, C-26B

151st Air Refueling Wing - Salt Lake City IAP, UT
151st 06 191st ARS KC-135E

155th Air Refueling Wing - Lincoln MAP, NE
155th 06 173rd ARS KC-135R

157th Air Refueling Wing - Pease ANGB, NH
157th 06 133rd ARS KC-135R

161st Air Refueling Wing - Phoenix Sky Harbor IAP, AZ
161stOG 197th ARS KC-135E

163rd Air Refueling Wing - March ARB, CA
163rdOG 196th ARS KC-135R

171st Air Refueling Wing - Greater Pittsburgh IAP, PA
171st 06 146th ARS KC-135E
147th ARS KC-135E

186th Air Refueling Wing - Key Field, MS
186th 06 153rd ARS KC-135R, C-26A

190th Air Refueling Wing - Forbes Field, KS
190thOG 117th ARS KC-135D/E

Air Combat Command gaining
when mobilized

103rd Fighter Wing Bradley IAP, CT
103rd 06 118thFS OA/A-10A 'Cr

104th Fighter Wing Barnes MAP, MA
104th 06 131stFS OA/A-10A 'MA'

110th Fighter Wing William Kellogg Apt/Battle Creek ANGB, MI
110th 06 172ndFS OA/A-10A 'BC'

111th Fighter Wing MAS Willow Grove JRB, PA
111th 06 103rdFS OA/A-10A C-26A 'PA'

124th Wing Gowen Field / Boise Air Terminal, ID
124th 06 190thFS OA/A-10A 'ID'

175th Wing Martin State Apt, Baltimore, MD
175th 06 104th AS OA/A-10A 'MD'

116th Bomb Wing Robins AFB, GA
116th 06 128thBS B-1B 'GA'

184th Bomb Wing McConnell AFB, KS
184th 06 127th BS B-1B

102nd Fighter Wing Otis ANGB, MA
102nd 06 101stFS F-15A/B

125th Fighter Wing Jacksonville IAP, FL
125th 06 159th FS F-15A/B, C-26B

131st Fighter Wing Lambert-St. Louis IAP, MO
131st 06 110thFS F-15A/B 'Si'

142nd Fighter Wing Portland IAP, OR
142nd 06 123rdFS F-15A/B, C-26A

159th Fighter Wing NAS New Orleans JRB, LA
159th 06 122ndFS F-15A/B, C-130H 'jz'

113th Wing Andrews AFB, MD
113th 06 121stFS F-16C/D 'DC'

201st AS C-21A, C-22B, C-38A

114th Fighter Wing Joe Foss Field, Sioux Falls, SD
114th 06 175thFS F-16C/D allocated 'SD'

115th Fighter Wing Dane County Regional Apt, WI
115th 06 176thFS F-16C/D 'WI',
C-26B

119th Fighter Wing Hector IAP, Fargo, ND
119thOG 178thFS F-16A/B

120th Fighter Wing Great Falls IAP, MT
120th 06 186thFS F-16A/B

122nd Fighter Wing Fort Wayne IAP, IN
122ndOG 163rdFS F-16C/D 'FW

127th Wing SelfridgeANGB, MI
127thOG 107thFS F-16C/D 'MI'

132nd Fighter Wing Des Moines IAP, IA
132nd 06 124thFS F-16CG/DG allocated 1A'

138th Fighter Wing Tulsa IAP, OK
138thOG 125thFS F-16CG/DG 'OK'

140th Wing Buckley ANGB, CO
140th 06 120thFS F-16C/D 'CO'

200th AS C-21A, C-26B

144th Fighter Wing Fresno Air Terminal, CA
144thOG 194thFS F-16C/D, C-26B

147th Fighter Wing Ellington Field, TX
147thOG 111thFS F-16C/D 'EF'
C-26B

148th Fighter Wing Duluth IAP, MN
148thOG 179thFS F-16A/B

149th Fighter Wing Kelly AFB, TX
149th 06 182ndFS F-16C/D 'SA'

150th Fighter Wing Kirtland AFB, NM
150thOG 188thFS F-16CG/D6 'NM'
C-26B
F-16C/D 'NM'

150thDSE

158th Fighter Wing Burlington IAP, VT
158th 06 134thFS F-16C/D

169th Fighter Wing McEntire ANGB, Columbia, SC
169th 06 157thFS F-16C/DJ 'SC'
C-130H

174th Fighter Wing Syracuse-Hancock IAP, NY
174thOG 138thFS F-16C/D 'NY'

177th Fighter Wing Atlantic City Apt, NJ
177thOG 119thFS F-16C/D 'AC'

178th Fighter Wing Springfield-Beckley MAP, OH
178thOG 162ndFS F-16C/D 'OH'

180th Fighter Wing Toledo Express Apt, OH
180th 06 112thFS F-16CG/DG 'OH'

181st Fighter Wing Hulman Regional Apt, IN
181st 06 113thFS F-16C/D 'TH'

183rd Fighter Wing Capital MAP, Springfield, IL
183rd 06 170thFS F-16C/D 'SI'

185th Fighter Wing Sioux Gateway Apt, Sioux City, IA
185thOG 174thFS F-16C/D allocated 'HA'

187th Fighter Wing Montgomery Regional Apt, AL
187th 06 160thFS F-16C/D 'AL',
C-26B

188th Fighter Wing Fort Smith Municipal Apt, AR
188thOG 184thFS F-16A/B 'FS'

192nd Fighter Wing Byrd Field/Richmond IAP, VA
192ndOG 149thFS F-16C/D 'VA'

106th Rescue Wing Francis S Gabreski IAP, NY
106th 06 102nd RQS HC-130P, HH-60G 'H'

129th Rescue Wing Moffett Federal Airfield, CA
129thOG 129th RQS HC-130P, HH-60G 'CA'
the HC-130P to redesignate as the MC-130P

Air Education & Training Command gaining
when mobilized

162nd Fighter Wing Tucson IAP, AZ
162nd 06 148thFS F-16A/B 'AZ',
C-26B

152ndFS F-16C/D/CG/DG 'AZ'

195thFS F-16A/B 'AZ'

ANG/AFRC Test Center F-16C/D 'AZ'

173rd Fighter Wing Klamath Falls IAP, OR
173rdOG 114thFS F-15A/B

189th Airlift Wing Little Rock AFB, AR
189thOG 154th IRS C-130E

Pacific Air Forces gaining
when mobilized

154th Wing HickamAFB, HI
154th 06 199thFS F-15A/B 'HI-T'
203rd ARS KC-135R 'HH'
204th AS C-130H

168th Air Refueling Wing Eielson AFB, AK
168thOG 168th ARS KC-135R

176th Wing Anchorage IAP, AK
176th 06 144th AS C-130H 'AK'
210th RQS HC-130H/P, HH-60G 'AK'
- del 1 at Eielson AFB HH-60G

Air Force Special Operations Command gaining
when mobilized

193rd Special Operations Wing Harrisburg IAP, PA
193rdOG 193rd SOS EC-130E(CL)
EC-130E(RR)

Direct Reporting Units to HQ US Air Force

US Air Force Academy

The Air Force Academy at Colorado Springs, Colorado was established on 1 April 1954. The mission of the Academy is to produce dedicated career Air Force officers who will be the leaders of the future. The Academy instils leadership through academic and military training and character development. Cadets are structured into a wing, composed of four groups, each consisting of 10 squadrons of 100 cadets each. Cadets spend four years at the Academy for a Bachelor of Science degree. The Academy has a small number of aircraft in residence including the T-3, which are owned and operated by AETC. However the grounding order for this type during 1999 resulted in a rapid reorganization of flight screening, with private flight training schools in the locality being contracted for this duty. In addition there are a few civilian registered Cessna 150s, one Air Force example, and various gliders including the TG-3, TG-4, TG-7A and TG-11A. The markings carried by these aircraft and gliders are similar to those of AETC, but without any tail code.

US Air Force Academy structure

United States Air Force Academy - HQ AFA, Colorado Springs, CO

34th Training Wing	AFA, Colorado Springs, CO
34th OG	94th FTS Air Force Academy TG-3A, TG-4A, TG-7A, TG-9A, TG-11A gliders, Cessna 150, UV-18A
	98th FTS Air Force Academy UV-18B

11th Wing

The 11th Wing was established on 15 July 1994 to provide administrative and ceremonial duties to USAF members in the Washington area as well as to all 50 states and to more than 100 allied nations. The Wing provides the USAF Band and Honor Guard. In addition the Wing controls day-to-day operations at Bolling AFB. No aircraft are assigned.

Active Duty Current Wing and Autonomous Group Histories

The Air Force has approximately 100 major active duty units operational at present, which either have or have had a flying mission at some stage while active. Details of the lineage of each unit consist of the date originally formed together with activation, inactivation, and any changes in designation that have occurred. The date of official formation is frequently a few days prior to that when organized. Most of these units have been inactivated at some time or another, in some cases simply to relocate to another facility, or to change command. Others have been inactivated due to a reduced need. The Air Force has, however, sought to retain in operational service those units which have seen combat or which have a strong historical background, thereby keeping alive a sense of tradition. (See the end of this section for details of the terminology used).

The stations listed for each wing are those where the unit was permanently based, but does not include details of deployment or temporary residency locations. The only exceptions are some unit locations during the Second World War, which changed frequently as US forces advanced. Aircraft details refer to the primary types assigned for the unit's mission, though in the majority of cases units would have also operated various trainer and communications types. Throughout the 1950s and 1960s, many flying units included a number of 'base hacks' such as the C-47 and T-33A, along with various helicopter types, for base rescue and ancillary duties. However, official unit histories do not list these, and they have therefore not been included here. For the most part, the aircraft types listed give details of the exact version operated (for instance B-47E rather than just B-47). Official unit histories do not list this information, and I am indebted to several researchers, in particular Colin Smith, for their help in providing this enhanced level of detail. Much of this information has been obtained from aircraft record cards, particularly for the types that are no longer in operational service. Aircraft such as the B-29 were not allocated a suffix designation, and aircraft in this category are marked with an # to indicate that no suffix is applicable. Finally, there are brief operational details and significant highlights of events occurring during the active career of each unit.

The structure of the Air Force is quite similar to that which was inherited from the Army in 1947. At that time, the numbered wing was the primary unit and was responsible for various subordinate components. These consisted of a Group, usually bearing the same numerical designation as the parent wing, and controlling one or more flying squadrons. A good example is the 1st Fighter Wing, which is currently stationed at Langley AFB, Virginia. This was originally established on 28 July 1947 and organized

as an operational flying unit on 15 August 1947. Its 1st Fighter Group was also organized on 15 August 1947, with the 7th Liaison Squadron forming on 1 September 1947 as its sole flying squadron and equipped with the P-80 for air defense. The system of having a numbered Group assigned to the wing was retained throughout the 1950s and into the 1960s before being abandoned as an unnecessary duplication of administrative control.

However, during the early 1990s, the Air Force instigated a system to streamline its base structure involving a concept whereby there would be just one wing at each base. The wing would control all activities, and would be composed of a number of groups to administer day-to-day control. For example, at Langley AFB the 1st Fighter Wing currently has four groups, consisting of:

1st Logistics Group -

repair and maintenance of aircraft, supplies, transportation and operational support

1st Medical Group -

manages hospital, medical and dental care for base personnel and thousands of retired military in the locality

1st Operations Group -

the flying organization with the 27th, 71st and 94th Fighter Squadrons operating the F-15s and their crews, along with the 1st Operations Support Squadron and the 74th Air Control Squadron

1st Support Group -

base engineering, communications and security

These details have been simplified, as each component has a diverse mix of duties with a large number of personnel assigned. The new structure also sought to eliminate the duplication of wings with the same numerical designation. For example, there were two wings designated the 1st, consisting of the 1st Fighter Wing at Langley AFB and the 1st Special Operations Wing at Hurlburt Field. The 1st FW was senior, having an extremely long and distinguished history and therefore the right to remain active, resulting in the 1st SOW being redesignated as the 16th SOW on 1 October 1993. The plan to have one wing at each facility has been largely implemented, although with any organization as large as the US Air Force, there are always going to be exceptions. One such example is Nellis AFB, where the 57th Wing is the major flying unit, being the operational component of the Air Warfare Center. The 57th has a varied and extremely busy flying program operating the Center and the weapons school, as well as hosting and organising the 'Red Flag' and 'Air Warrior' series of exercises, therefore day-to-day administrative

control of the vast Nellis complex is the responsibility of the 99th Air Base Wing. A similar situation occurs at a few other locations including Edwards AFB, California and Eglin AFB, Florida.

1st Fighter Wing



Unit Designations

Formed as the 1st Fighter Wing on 28 July 1947 and organized on 15 August 1947. Redesignated 1st Fighter-Interceptor Wing on 16 April 1950 before inactivating on 6 February

1952. Redesignated 1st Fighter Wing (Air Defense) on 14 September 1956 and activated on 18 October 1956. Redesignated 1st Tactical Fighter Wing on 1 October 1970 and 1st Fighter Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

March Field (later AFB), CA	15 Aug 47
George AFB, CA	18 July 50
Norton AFB, CA	1 Dec 51 - 6 Feb 52
Selfridge AFB, MI	18 Oct 56
Hamilton AFB, CA	31 Dec 69
MacDill AFB, FL	1 Oct 70
Langley AFB, VA	30 Jun 75 - current

Aircraft Operated

P-80(F-80)	1947-49	RF-80	1947-49
FA-26(RB-26)	1947-49	L-13	1947-49
B-26	1948-49	L-4	1948-49
F-86A	1949-52	F-86	1956-60
B-29#	1949	F-51	1951-52
TF/F-102A	1958-60	F-106A/B	1960-70
F-4E	1970-75	B-57C/E/G	1970-72
F-15A/B	1975-83	F-15C/D	1983 -current
UH-1F/P	1972-75	UH-1N	1975-92
EC-135H/P	1976-92	HH-3E	1993-94
HC-130P	1993-97	C-21A	1993-97
HH-60G	1994-97		

Unit History

The 1st FW was formed within Tactical Air Command to perform fighter and reconnaissance operations. Unit was integrated with a reconnaissance wing between 1947 and 1949 and a bombardment wing between 1949 and 1950 on an experimental basis. Conducted air defense operations until inactivated in 1952. Reformed for air defense of the mid-West area of the USA and later central California. Moved to Florida in October 1970 to perform tactical fighter operations, replacing the 15th TFW. Performed F-4 pilot training from 1971. Moved to Langley AFB in

1975 to convert to the F-15A/B. Was assigned the 'Scope Light' EC-135Ps of the 6th ACCS for airborne command and control for the USCinC Atlantic in 1976. Wing deployed F-15s to the Middle East during Operation 'Desert Shield'/'Desert Storm', with 83-0017 of the 71st FS gaining the first air-to-air victory of the war on 17 January 1991, destroying an Iraqi Mirage F1 near Baghdad. Wing was responsible for the active duty HH-60 and HC-130 assets stationed at Patrick AFB, FL, from February 1993 until mid-1997 when the two squadrons relocated to Moody AFB, GA. 1st FW has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

2nd Bomb Wing



Unit Designations

Formed as 2nd Bombardment Wing, Very Heavy on 15 October 1947, redesignated 2nd Bombardment Wing, Medium on 12 July 1948, and back to 2nd Bombardment Wing, Very

Heavy on 1 April 1963. Redesignated 2nd Wing on 1 September 1991, and back to 2nd Bomb Wing on 1 October 1993. Currently with ACC.

Home Stations

Davis-Monthan Field (later AFB), AZ 5 Nov 47
Chatham AFB, GA 1 Apr 49
Hunter AFB, GA 22 Sep 50
Barksdale AFB, LA 1 Apr 63 - current

Aircraft Operated

B-29#	1949-50	B-50A	1949-50
B-50D	1950-53	KB-29M	1950
KB-29P	1950-53	KC-97G	1953-63
B-47E	1954-63	KC-97F	1954-60
KC-97E	1955-56	B-52F	1963-65
B-52G	1965-92	KC-135A	1963-94
EC-135A	1965	EC-135C	1965-70
RC-135	1977-79	KC-10A	1981-92
B-52H	1992-current	T-37B	1993-95
T-38A	1994-95		

Unit History

The Wing was formed as one of numerous Strategic Air Command heavy bomber and tanker units, which converted to each new type as these entered service. Mass deployments to bases in Europe were undertaken during the 1950s. The 2nd BW service tested the super wing concept with 70 B-47s assigned between July 1959 and April 1961. It moved to its present home at Barksdale AFB in April 1963 to replace the 4238th Strategic Wing, acquiring the B-52 and KC-135 assets of the latter unit. Supported the 2nd Air Force post-attack command and control system with KC-135A and later EC-135A/C aircraft operated by the 913th AREFS. Wing history also quotes RC-135S assigned between 1977 and 1979 although no details are known. B-52 and KC-135 squadrons supported SAC operations in South East Asia (SEA) from 1965. Returned to super wing status in April 1968 with assignment of second B-52 and KC-135 squadrons. All B-52s relocated to SEA from May to November 1972. Added the KC-10A in November 1981. Wing provided air refueling support for Operations 'Urgent Fury' in Grenada, Oct-Nov 1963; 'El Dorado Canyon' to attack Libya April 1986, and Operation 'Just Cause' in Panama during Dec 1989 and Jan 1990. Most wing assets were involved in Operations 'Desert Shield' and 'Desert Storm' from 7 August 1990 to 17 April 1991. Seven B-52Gs of the 2nd BW flew the longest combat mission in aviation history on the opening day of the Gulf War with a non-stop flight from Barksdale AFB to Middle East to fire Conventional Air Launched Cruise Missiles (CALCMs) under Operation 'Secret Squirrel'. Wing transferred KC-10s to AMC by June 1992, and KC-135s by April 1994. Unit currently trains B-52 aircrew under 20th BS. B-52Hs involved in Operation 'Desert Fox' flew from Diego Garcia in the Indian Ocean to attack targets in Iraq during December 1998. 2nd BW B-52Hs also flew numerous strike sorties against targets in Yugoslavia during Operation 'Allied Force' to deliver CALCMs, Have Nap missiles and conventional bombs. More than 100 sorties were flown during the campaign, most originating from RAF Fairford, England. 2nd BW has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

3rd Wing



Unit Designations

Formed as the 3rd Bombardment Wing, Light, on 10 August 1948 and activated eight days later. Changed to 3rd Bombardment Wing, Tactical, on 1 October 1955. Redesignated as the 3rd Tactical Fighter Wing on 8 January

1964, and changed to 3rd Wing on 19 December 1991. Currently with Pacific Air Forces.

Home Stations

Yokota AB, Japan	18 Aug 48
Johnson AB, Japan	1 Apr 50
Yokota AB, Japan	14 Aug 50
Iwakuni AB, Japan	1 Dec 50
Kunsan AB, Sth Korea	22 Aug 51
Johnson AB, Japan	1 Oct 54
Yokota AB, Japan	18 Nov 60 - 8 Jan 64
England AFB, LA	8 Jan 64 - Nov 65
Bien Hoa AB, RVN	8 Nov 65
Kunsan AB, Sth Korea	15 Mar 71
Clark AB, Philippines	16 Sep 74 - 19 Dec 91
Elmendorf AFB, AK	19 Dec 91 - current

Aircraft Operated

B-26	1948-56	F-15	1949
RF-80	1949-50	C-47	1951
B-57B/C/E	1956-63	RB-50E/G	1960-61
KB-50J	1960-62	C-130B-II	1961-62
TF/F-102A	1961-62	F-100D/F	1964-70
F-5A	1965-67	A-1	1965-66
U-10	1965-66	C/AC/HC-47	1965-66
A-37B	1967-70	F-4D	1971-74
F-4E	1974-91	T-33A	1974-87
C-9A	1974-75	CH-3E	1974-75
T-38A	1976-80	F-5E	1977-88
MC-130E	1980-83	UH-1N	1988-91
F-15C/D	'91 - current	F-15E	1991 - current
C-12F/J	'92 - current	C-130H	1992 - current
E-3B/C	'92 - current		





The 4th FW at Seymour Johnson AFB, North Carolina has four squadrons of F-15Es including two with the dual role of training and combat operations. F-15E 90-0230 of the 4th FW banks to land at Nellis AFB, Nevada. Pete Rolt

Unit History

Formed as a joint light bombardment and reconnaissance unit under the Far East Air Forces (Pacific Air Forces from 1 July 1957). Flew combat missions for the first three weeks of the Korean War. Transferred squadrons to other units in the war zone until December 1950 when the squadrons returned to 3rd BW control. Stationed in Japan until August 1951 when sufficient progress had been made to enable a move to South Korea. Postwar, the unit performed all manner of roles including air defense, air refueling, bombardment, and reconnaissance. Relocated to the USA in January 1964 to prepare for the new special operations role. Rotated squadrons to South East Asia for combat duty before relocating to Bien Hoa in November 1965. Flew numerous combat sorties in various roles until 31 October 1970 when the unit was in limbo without personnel or equipment. Moved to Kunsan AB to re-equip with the F-4. Moved to Clark AB to replace the 405th TFW, assuming the personnel and equipment of this unit. Performed the aggressor role for PACAF units with the T-38 and later the F-5E. Added the Wild Weasel role with the F-4G in 1979, and the unconventional warfare mission with the MC-130E in 1981. Flew VIP and drone recovery duties with the UH-1N from 1988. Damage to Clark AB by the eruption of Mount Pinatubo in June 1991 effectively ended operations by the 3rd, although the last F-4 had departed the base one month earlier. Not operational from June 1991 until relocated to Elmendorf AFB in December 1991 replacing the 21st TFW. Performed air defense of Alaska with the F-15C/D and added the F-15E. 3rd Wing has been designated as the PACAF Aerospace Expeditionary Force Lead Wing (Combat) which will hold a three month alert status to deploy worldwide for operations.

Left: PACAF has a squadron of F-15Es assigned to the 90th FS, 3rd Wing at Elmendorf AFB, Alaska. F-15E 90-0233 banks in sunshine at Seoul, South Korea in 1998. Alec Molton / Mil-Slides

4th Fighter Wing



Unit Designations

Established as the 4th Fighter Wing on 28 July 1947 and organized on 15 August 1947. Redesignated 4th Fighter-Interceptor Wing on 20 January 1950, and 4th Fighter-Bomber Wing on 8 March 1955. Became 4th Fighter-Day Wing on 25 April 1956, and 4th Tactical Fighter Wing on 1 July 1958. Redesignated 4th Wing on 22 April 1991, and back to 4th Fighter Wing on 1 December 1995. Currently with Air Combat Command.

Home Stations

Andrews AFB, MD	15 Aug 47
Langley AFB, VA	26 Apr 49
New Castle County A/pt, DE	8 Sep 50 - 19 Nov 50
Johnson AB, Japan	28 Nov 50
Suwon AB, South Korea	7 May 51
Kimpo AB, South Korea	23 Aug 51
Chitose AB, Japan	1 Oct 54 - 8 Dec 57
Seymour Johnson AFB, NC	8 Dec 57 - current

Aircraft Operated

P-80(F-80)	1947-9,'54	RB-26	1949-50
B-45A	1949-50	FP-80	1949-50
RF-80	1949-50	F-86A	1949-57
F-86E/F	1953-58	F-100C	1957-60
F-105B	1958-64	F-105D/F	1960-66
F-4D	1967-70	F-4E	1970-91
F-15E	'88-current	KC-10A	1991-95
T-38A	1993-95		

Unit History

Activated for the air defense of the eastern USA, with mixed tactical operations added in April 1949, including B-45s and reconnaissance elements being attached from the 363rd TRG. Moved to Japan in November 1950 for operations in the Korean War. Performed air superiority missions with the F-86, amassing more than 500 air-to-air kills with 25 pilots becoming aces. Provided air defense of Japan, Korea, Formosa (Taiwan) and the Philippines until 1957 when the unit relocated to the USA. First operational unit to convert to the F-105 Thunderchief. Deployed to Florida for the Cuban missile crisis, Fall 1962. Performed F-105 replacement training briefly in 1966.

Converted to the F-4 in 1967, and deployed to Kunsan AB, South Korea during Pueblo crisis, 1968. Squadrons rotated to Ubon RTAFB, Thailand, to augment the 8th TFW for combat operations in 1972. Converted to F-15E, the only Stateside-based operational Wing to operate the Strike Eagle exclusively. Whilst transitioning to the F-15E, deployed majority of aircraft and crews to Saudi Arabia for Operation 'Desert Shield'/'Desert Storm'. Flew numerous combat sorties during the campaign and credited with the air-to-air kill of an Iraqi Hughes 500 over central Kuwait on 14 February 1991. Added KC-10A to complement in April 1991, along with a few T-38As for the companion trainer program until 1995 when the Extenders were reassigned to AMC. Wing conducts replacement training for F-15E crews as well as fighter / bomber operations. 4th FW has been designated as one of two 'On-Call' Aerospace Expeditionary Wings designed to be available to deploy worldwide at very short notice to conduct combat operations.

5th Bomb Wing



Unit Designations

Formed as the 5th Strategic Reconnaissance Wing on 1 July 1949, and activated on 16 July 1949. Redesignated as the 5th Strategic Reconnaissance Wing, Heavy, on 14 November 1950 and 5th Bombardment Wing, Heavy on 1 October 1955. Changed to 5th Wing on 1 September 1991, but reverted to 5th Bomb Wing on 1 June 1992. Currently with Air Combat Command.

Home Stations

Mountain Home AFB, ID	16 Jul 49
Fairfield-Suisun AFB	
(later Travis AFB), CA	12 Nov 49
Minot AFB, ND	25 Jul 68 - current

Aircraft Operated

B-29#	1949	RB-29A	1949, 1951
RB-36D	1951	RB-36E	1951-53
RB-36F	1951-53	RB-36H	1952-58
B-52G	1959-68	KC-135A	1959-92
B-52H	'68-current	EC-135A/L	1968-69
T-38A	1993-96		



Armed with live 500 lb Mk.82 iron 'dumb' bombs, B-52H 60-0033 'MT' of the 5th BW from Minot AFB, North Dakota, at RAF Fairford. The small yellow stripe around the front of each bomb indicates live, whereas a blue stripe is for inert munitions for training. Bob Archer

Unit History

Formed for long range strategic reconnaissance primarily until 1955 when the unit added strategic bombing. Integrated with 9th Strategic Reconnaissance Wing until 1951 but with no control over that unit's squadrons. Added air refueling mission in 1959. Moved to Minot AFB in 1968, absorbing assets of former 450th Bombardment Wing. Supported post-attack airborne command post mission in 1968 and 1969. Wing assets loaned to South East Asia campaign between 1968 and 1975. KC-135s deployed to Middle East for 'Desert Shield' and 'Desert Storm'. Air refueling mission transferred elsewhere in June 1992. Aircraft deployed to Diego Garcia for Operation 'Desert Fox' in late 1998, with B-52Hs performing combat missions alongside those of the 2nd BW. Wing deployed a small number of B-52Hs to RAF Fairford for Operation 'Allied Force' for strikes against Serbian targets in Yugoslavia.

6th Air Refueling Wing



Unit Designations

Formed as the 6th Bombardment Wing, Medium on 20 December 1950 and activated on 2 January 1951. Redesignated 6th Bombardment Wing, Heavy on 16 June 1952,

and 6th Strategic Aerospace Wing on 1 May 1962. Became the 6th Strategic Wing on 25 March 1967 before changing to the 6th Strategic Reconnaissance Wing on 1 April 1988. Inactivated on 1 September 1992, but redesignated as the 6th Air Base Wing on 22 December 1993, before reactivation on 4 January 1994. Changed to 6th Air Refueling Wing on 1 October 1996. Currently with Air Mobility Command.

Home Stations

Walker AFB, NM	2 Jan 51
Eielson AFB, AK	25 Mar 67 - 1 Sep 92
MacDill AFB, FL	4 Jan 94 - current

Aircraft Operated

B-29#	1951-52	KB-29	1951-52
B-36F	1952-57	B-36H	1952-54
B-36J	1954-56	B-52E	1957-67
Atlas	1962-65	KC-135A	1958-92
RC-135D	1967-76	RC-135E	1967-69
RC-135S	1967-92	RC-135X	1989-92
TC-135S	1985-92	EC-135N	1996-current
KC-135R	'96-current	EC-135Y	1997-99
CT-43A	'97-current		

Unit History

Created as a strategic bombardment unit. Wing history states that an aerial refueling capability was added in 1951, although there is no evidence of KB-29 being operational with the unit. Two Bombardment Squadrons joined the 4129th CCTS in September 1959 training B-52 and KC-135 crews, while the third squadron performed operational missions. Atlas missile squadron added in September 1961. All flying squadrons returned to operational status between December 1961 and September 1963. Wing moved to Eielson AFB on 25 May 1967 to replace the 4157th Strategic Wing for reconnaissance operations, assuming the assets of the latter unit. Operated the RC-135, including a mix of permanently assigned aircraft as well as others detached from the USA. In addition was host to KC-135s on deployment from Stateside bases under the Alaskan Tanker Task Force. Wing maintained a detachment at Shemya AFB in the Aleutian Islands, with assignment to the latter base in early 1975 and mid-1976 while Eielson AFB received repair of earthquake damage. 24th Strategic Reconnaissance Squadron relocated to Offutt AFB, NE, on 7 July 1992, leaving the Wing without an operational mission, resulting in inactivation. Reformated at MacDill AFB to operate the KC-135R. Wing also provides aircrew and operational support for the EC-135N of US Central Command, and the CT-43A of US Southern Command.

7th Bomb Wing



Unit Designations

Formed as the 7th Bombardment Wing, Very Heavy on 3 November 1947 and organized on 17 November 1947. Redesignated the 7th Bombardment Wing, Heavy on 1 August 1948,

and changed to the 7th Wing on 1 September 1991. Became the 7th Bomb Wing on 1 June 1992, before reverting to the 7th Wing on 1 October 1993. Redesignated 7th Bomb Wing on 1 April 1997. Currently with Air Combat Command.

Home Stations

Fort Worth AAF (later Carswell AFB), TX	17 Nov 47
Dyess AFB, TX	1 Oct 93 - current

Aircraft Operated

B-29#	1947-48	B-36A	1948-49
B-36B	1948-51	XC-99	1949
B-36D	1950-53	RB-36	1950
B-36F	1951-52	B-36H	1952-58
B-36J	1953-58	B-52F	1957-68
KC-135A	1958-60, '64-92	B-52D	1969-83
B-52H	1982-92	T-38A	1993-95
C-130H	1993-97	B-1B	1993-current

Unit History

Formed in November 1947 for global bombardment operations with the B-29. Converted to the B-36A beginning in June 1948, controlling two Groups with three squadrons. Conducted flight test of the XC-99 (cargo version of the B-36 with double sized fuselage) in June 1949. Flight tested the RB-36 in 1950, as unit operated from the same airfield with Convair factory on the other side of runway, although no aircraft were directly assigned. Operated six different bomber versions of the B-36 between 1948-58. Had B-52 squadron attached in early December 1957, before converting to the B-52 and KC-135A during May-June 1958. Deployed assets to South East Asia beginning in April 1965 for combat operations. All

wing assets and most personnel deployed during April and May 1965, during which the wing gained a second B-52 squadron at Carswell AFB. These additional aircraft also deployed during July 1965. Assets began returning home in December 1965. Supported the conflict through 1975 but on a reduced scale, apart from period September 1969 to March 1970 when most of the aircraft and crews were deployed for combat. Conducted B-52D consolidation training for SAC from May 1972 to mid-December 1972 and from early January 1973 until mid-December 1973. By mid-1973 most KC-135As had been redeployed home, followed by the majority of B-52s by January 1974. Wing resumed nuclear alert status 3 January 1974 and performed B-52D aircrew replacement training from December 1973 to May 1975. B-52 and KC-135 central flight instructors courses were also held beginning in June 1974. Wing began operations with the Short Range Attack Missile (SRAM) in 1983, followed by the Air Launched Cruise Missile (ALCM) in 1985. B-52s flew numerous atmospheric sampling missions during 1986 and 1987 following Chernobyl nuclear reactor accident. Wing hosted first Soviet Strategic Arms Reduction Treaty (START) inspection team in September 1991. To Dyess AFB, Texas in October 1993, assuming assets of former 96th Wing. 7th BW B-1Bs participated, along with those of 28th BW, in bombing of Iraq during Operational 'Desert Fox' in December 1998 as the combat debut of the Lancer. 7th BW has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

8th Fighter Wing



Unit Designations

Formed as the 8th Fighter Wing on 10 August 1948 and activated on 18 August 1948. Became the 8th Fighter-Bomber Wing on 20 January 1950, and 8th Tactical Fighter Wing

on 1 July 1958. Redesignated as 8th Fighter Wing on 3 February 1992. Currently with Pacific Air Forces.

Home Stations

Ashiya Afd, Japan	18 Aug 48
Itazuke Afd, Japan	25 Mar 49
Pyongyang, North Korea	1 Dec 50
Seoul AB, South Korea	9 Dec 50
Itazuke AB, Japan	10 Dec 50
Kimpo AB, South Korea	25 Jun 51
Suwon AB, South Korea	23 Aug 51
Itazuke AB, Japan	20 Oct 54 - 10 Jun 64
(deployed to Kunsan AB	14 Oct 55 - 22 Oct 55)
George AFB, CA	10 Jul 64 - 6 Dec 65
Ubon RTAFB, Thailand	8 Dec 65 - 16 Sep 74
Kunsan AB, South Korea	16 Sep 74 - current

Aircraft Operated

F-51	1948-50	F-80	1949-53
F-82	1950	Meteor F.8	1951
F-86F	1953-57	F-94	1954

F-84	1956	F-100D/F	1956-63
TF/F-102A	1961-64	F-105D/F	1963-64
F-4C	1964-67	F-4D	1967-82
F-104C	1966-67	AC-130A	1968-73
AC-130E/H	1971-73	AC-123K	1969-70
B-57G	1970-72	F-16A/B	1981-88
F-16C/D	1988- current		

Unit History

Activated for the air defense of Japan with the F-51. Began combat operations in Korea, providing air cover for evacuation of civilians from Seoul during the opening stages of the war. Tactical assets moved to Korea while the wing headquarters remained in Japan. Wing reunited with assets in December 1950. Flew strategic bombardment, protective air cover, armed reconnaissance, ground support and interdiction missions. Provided air defense of South Korea July 1953 to October 1954; resumed air defense of Japan from October 1954 to May 1964, with a quick reaction alert. Wing inactivated in June 1964 following detachment of squadrons; reformed at George AFB, California in July 1964 absorbing the assets of the 32nd TFW. Moved to Ubon RTAFB, Thailand, in December 1965 for combat operations, including bombardment, ground attack, air defense, interdiction and armed reconnaissance. During the latter stages of the Vietnam war the mission changed from combat air patrol, with the addition of B-57Gs for night attack, AC-130 gunships for ground support/interdiction, and F-4s for fast forward air control duties. Also operated the two Project 'Black Spot' AC-123Ks, which were earlier designated as NC-123Ks. Following the North Vietnamese invasion of the South in March 1972, deployed Stateside-based F-4 units were added. The wing flew combat sorties in Vietnam until mid-January 1973, in Laos until February 1973 and in Cambodia until August 1973. Gradually reduced missions until September 1974 when relocated to Kunsan AB, South Korea absorbing the assets of the 3rd TFW. Became responsible for the air defense of South Korea. Transitioned to the F-16A/B during 1981 and later still to the F-16C/D version.

9th Reconnaissance Wing



Unit Designations

Established as the 9th Strategic Reconnaissance Wing on 25 April 1949 and activated on 1 May 1949. Redesignated as 9th Bombardment Wing, Heavy on 1 April 1950 and 9th Bombardment Wing, Medium on 2 October 1950. Became the 9th Strategic Aerospace Wing on 1 April 1962. Changed to the 9th Strategic Reconnaissance Wing again on 25 June 1966, to 9th Wing on 1 September 1991, and 9th Reconnaissance Wing on 1 October 1993. Currently with Air Combat Command.

Home Stations

Fairfield-Suisun AFB	
(later Travis AFB), CA	1 May 49
Mountain Home AFB, ID	1 May 53
Beale AFB, CA	25 Jun 66 - current

Aircraft Operated

B-17G	1949-50	RB-17G	1949-50
B-29#	1949-54	RB-29A	1949-51
B-36B	1949-50	KB-29M	1953
B-47E	1954-66	Titan	1962-65
EB-47L	1962-65	SR-71A/B/C	'66-90, '96-8
T-38A	'69-current	KC-135Q	1983-93
U-2R/S & TU-2R/S	1 1976-current		
			also carried designated TR-1 1981-91

Unit History

The wing was formed to perform strategic reconnaissance duties with the RB-17G and RB-29A. Unit had three or possibly four B-36Bs assigned between November 1949 and May 1950, although the unit history incorrectly suggests the RB-36 was operated. Began switching to the strategic bombardment role in February 1951 with the reconnaissance assets transferred elsewhere. Added air refueling in 1953. Conducted SAC airborne communications relay duties with the EB-47 from 1962 to 1965. Controlled a Titan missile complex from June 1961 to June 1965. Phased down operations at Mountain Home AFB, Idaho and moved to Beale AFB, California in June 1966 resuming the reconnaissance role. Operated the SR-71 from 1966 with worldwide deployments to gather strategic reconnaissance. Added the U-2 in 1976 along with specialized KC-135Q tankers in 1983. Performed photographic reconnaissance of Grenada in October/November 1983, and Libya in April 1986. SR-71 retired in 1990, with the U-2 continuing as the main reconnaissance type. Flew numerous missions during the Gulf War build up and has subsequently continued to monitor Iraq. SR-71 returned to service in 1996 with aircraft stationed at Edwards AFB, California operated by the 9th RW on a detached basis. Subsequently withdrawn without making any overseas operational deployments. U-2s continue to deploy routinely to Cyprus, France, South Korea and Sicily for duties.

10th Air Base Wing



Unit Designations

Formed as 10th Reconnaissance Wing on 14 November 1947 and organized on 3 December 1947. Redesignated 10th Tactical Reconnaissance Wing on 25 August 1948.

Inactivated on 1 April 1949, but reactivated on 10 July 1952. Redesignated as 10th Tactical Fighter Wing on 20 August 1987, and changed to 10th Air Base Wing on 31 March 1993. Inactivated 1 November 1994 and reactivated on 1 November 1994. Currently a Direct Reporting Unit.

Home Stations

Pope Field (later AFB), NC	3 Dec 47 - 1 Apr 49
Toul-Rosieres AB, France	10 July 52
Spangdahlem AB, Germany	9 May 53
RAF Alconbury, UK	25 Aug 59 - 1 Nov 94
US Air Force Academy, CO	1 Nov 94 - current

Aircraft Operated

P-51/F-6 (F-51/RF-51)	1947-8	RF-51	1947-9
RF-80A	1952-56	RB-26	1952-57
RB-57A	1954-57	RF-84F	1955-58
T-33A	1955-57	RB-66B/C	1956-65
WB-66D	1957-60	B-66B	1960-65
T-39A	1963-68	RF-4C	1965-87
F-5E	1976-88	A-10A	1988-92

Unit History

Established for tactical reconnaissance with a mix of F-6/RF-51/F-51 Mustangs. Moved to Toul-Rosieres AB, France to replace the 117th TRW in July 1952. Flew weather reconnaissance missions with a mix of aircraft, including the WT-33A between 1955 and 1957, although this was almost certainly an unofficial designation. Relocated to RAF Alconbury in August 1959 to replace the 7560th Air Base Group. Flew the WB-66 from 1957 until 1960 and the RB-66 from 1956 until 1965. Wing headquarters was at Alconbury flying two squadrons of RB-66s, with additional squadrons located at Bruntingthorpe and Chelveston. The first two RF-4Cs (first Phantoms in USAF) arrived at Alconbury on 12 May 1965, with the wing consolidating all of its assets at headquarters. Two of the three RF-4C squadrons were inactivated in 1976 when the wing added a dissimilar air combat training (DACT) element equipped with F-5Es. The new aggressor training role attracted regular visits from NATO squadrons deploying for DACT, as well as frequent visits by the F-5E squadron to other bases. The F-5E unit inactivated in 1988, with the DACT role being relocated to RAF Bentwaters with the F-16. One year earlier the RF-4Cs had been retired, with the wing switching to a fighter mission when a squadron of A-10As relocated to Alconbury from RAF Bentwaters. Inactivated at Alconbury on 1 November 1994 prior to the base closing. However, the wing reformed on the same date to administer the Air Force Academy at Colorado Springs, Colorado. The unit has no flying role, and reports direct to US Air Force headquarters in Washington.

11th Wing



Unit Designations

Established as the 11th Observation Group on 1 October 1933; Redesignated 11th Bombardment Group, Medium, on 1 January 1938 and activated on 1 February 1940. Re-

designated 11th Bombardment Group, Heavy on 1 December 1940 and 11th Bombardment Group, Very Heavy on 30 April 1946. Inactivated on 20 October 1948. Redesignated 11th Bombardment Group, Heavy and activated 1 December 1948. Inactivated on 16 June 1952. Redesignated 11th Strategic Group on 25 October 1978 and activated on 15 November 1978. Consolidated (on 31 May 1982) with the 11th Bombardment Wing, Heavy which was established on 18 November 1948 and activated on 16 February 1951. Redesignated 11th Strategic Aerospace Wing on 1 April 1962, and 11th Air Refueling Wing on 2 July 1968. Inactivated on 25 March 1969. Consoli-

dated unit retained 11th Strategic Group designation when activated on 7 August 1990. Redesignated 11th Support Wing on 2 June 1994 and activated on 15 July 1994. Changed to 11th Wing on 1 March 1995. Currently a Direct Reporting Unit.

Home Stations

Hickam Field, HI	1 Feb 40
New Hebrides	22 July 42
Hickam Field, HI	8 Apr 43
Funafuti, Ellice Islands	9 Nov 43
Tarawa, Gilbert Islands	14 Jan 44
Kwajalein, Marshall Islands	5 Apr 44
Guam, Marianas Islands	25 Oct 44
Okinawa, Ryukyu Islands	July 45
Fort McKinley, Luzon, Philippines	11 Dec 45 -
Northwest AAB (later Harmon Field), Guam	15 May 46 - 20 Oct 48
Carswell AFB, TX	1 Dec 48
Altus AFB, OK	13 Dec 57 - 25 Mar 69
RAF Fairford, UK	15 Nov 78 - 7 Aug 90
Boiling AFB, DC	15 July 94 - current

Aircraft Operated

B-18	1940-42	B-17	1941-43
B-24	1943-45	B-29#	1946
B-36A	1949	B-36B	1949-51
B-36D	1950-53	B-36F	1951-52
B-36H	1952-57	B-36J	1953-57
KC-97G	1957-58	B-52E	1958-68
KC-135A	1958-69	Atlas	1961-65
KC-135 rotational 79-90		KC-10A rotational '84-90	

Unit History

The Group was formed for observation duties, but without aircraft. With the war in Europe looking likely to involve America, the unit was provided with the B-18 and later the B-17 at Hickam Field, Hawaii. Was one of the units which received damage when the Japanese attacked Pearl Harbor on 7 December 1941. Unit subsequently flew patrol and search mission, and moved to various other Pacific islands as the war progressed westwards. After the war the Group flew reconnaissance and surveillance missions to China and repatriated prisoners from Okinawa. Remained in theater as part of Far East Air Forces but with no personnel assigned after mid-December 1945. Transferred to the Philippines and later Guam where the unit re-equipped with the B-29. Terminated training and operations in October 1946 and inactivated in October 1948. Reactivated in the USA on 1 December 1948 with the B-36. The 11th Bombardment Wing was activated on 16 February 1951, the unit receiving its resources from the Group, with these being directly attached to the 11th BW. Group inactivated on 16 June 1952. 11th BW conducted strategic bombardment training from 1951 to 1968 with numerous overseas deployments. Won the SAC Bombing Competition in 1954, 1956 and 1960. Added an air refueling capability in 1957. Switched to the B-52 in 1958 and added the Atlas missile in 1961, becoming a Strategic Aerospace Wing. Atlas missile withdrawn in 1965 and the B-52E retired in 1968, with the unit conducting air refueling operations from July 1968 until inactivated. Reformed as the 11th Strategic Group at RAF Fairford, England but not manned until late February 1979.

Received its first aircraft in September 1979 with KC-135 rotations from the USA as part of the European Tanker Task Force (ETTF). Flew KC-10A and KC-135 aircraft to refuel the USAF F-111s during Operation 'El Dorado Canyon' to bomb Libya in 1986. Deployed aircraft from Fairford to Hellenikon, Greece; Keflavik, Iceland; Lajes Field, Azores; Riyadh, Saudi Arabia; Sigonella, Sicily; and Zaragoza, Spain. Inactivated in August 1990 when ETTF operations were scaled down. Currently stationed at Boiling AFB in Washington DC, to provide administrative and ceremonial duties within the capital. Conducts the USAF Honor Guard and USAF band, but has no flying duties.

12th Flying Training Wing



Unit Designations

Formed as the 12th Fighter-Escort Wing on 27 October 1950 and activated on 1 November 1950. Redesignated as the 12th Strategic Fighter Wing on 20 January 1953; changed

to 12th Fighter-Day Wing on 1 July 1957. Inactivated on 8 January 1958. Redesignated 12th Tactical Fighter Wing, activated on 17 April 1962 and organized on 25 April 1962. Inactivated on 17 November 1971. Redesignated 12th Flying Training Wing on 22 March 1972 and activated on 1 May 1972. Currently with Air Education and Training Command.

Home Stations

Turner AFB, GA	1 Nov 50
Bergstrom AFB, TX	5 Dec 50 - 8 Jan 58
MacDill AFB, FL	25 Apr 62 - 31 Oct 65
Cam Ranh Bay AB, RVN	8 Nov 65
Phu Cat AB, RVN	31 Mar 70 - 17 Nov 71
Randolph AFB, TX	1 May 72 - current

Aircraft Operated

F-84	1950-7/62-4	KB-29P	1955-57
F-4C	1964-71	TH-1F	1972-77
T-29	1972-74	T-37B	1972-current
T-38A	1972-current	T-39A	1972-77
T-41A	1972-73,'91-current	NT-39A	1990-94
T-43A	1993-current	C-21A	1993-97
T-1A	1993-current	AT-38B	1994-current

Unit History

Established with the F-84 to provide fighter escort for SAC bombers. Added an air refueling capability in 1955. Assigned to TAG when activated again in 1962. Flew the F-84 until 1964 when re-equipped with the F-4. Relocated to Cam Ranh Bay AB, South Vietnam for combat operations, performing close air support, interdiction, rescue combat air patrol, and MIG patrol. Credited with 15 MIGs destroyed during aerial engagements. Inactivated in November 1971. Reformed as the 12th Flying Training Wing, replacing the 3510th Flying Training Wing at Randolph AFB, Texas. Became responsible for operations and maintenance of Randolph AFB, pilot instructor training, and operation of the USAF Instrument Flight Center with the TH-1F. The latter function included the USAF Instrument Instructor School, Flight Stan-

dards, and the Research and Development Divisions for Air Training Command. The Center was responsible for instructor pilot training, as well as development, testing and evaluation of flight instruments and systems. From May 1973 until November 1976, the wing also requalified 150 USAF pilots who were former prisoners of war in North Vietnam. In 1985, the wing provided aircraft and crews for the Accelerated Co-pilot Enrichment (ACE) program, enabling co-pilots to increase flight hours on trainer aircraft in place of bomber and tanker types. Designed and manufactured F-16 simulator training programs for several USAF bases and NATO air arms between 1983 and 1988, and from 1986 onwards carried out similar duties for the B-1. Became responsible for the T-41 aircraft conducting the screening of undergraduate pilot training in July 1991. Had responsibility for the T-3A units stationed at Hondo MAP, Texas and at Air Force Academy, Colorado, until the type was withdrawn from operational service in 1999.

14th Flying Training Wing



Unit Designations

Established as the 14th Fighter Wing on 29 July 1947 and organized on 15 August 1947. Inactivated 2 October 1949. Redesignated 14th Air Command Wing and activated on

28 February 1966. Organized on 8 March 1966 and redesignated 14th Special Operations Wing on 1 August 1968. Inactivated on 30 September 1971. Redesignated 14th Flying Training Wing on 22 March 1972 and activated on 1 June 1972. Currently with Air Education and Training Command.

Home Stations

Dow Field (later AFB), ME 15 Aug 47 - 2 Oct 49
 Nha Trang AB, RVN 8 May 66 -
 Phan Rang AB, RVN 15 Oct 69 - 30 Sep 71
 Columbus AFB, MS 1 Jun 72 - current

Aircraft Operated

P-47(F-47) 1947-49	P-84(F-84) 1947-49
A-1 1966-68	AC-47A/D 1966-71
C-47A/D 1966-71	HC-47A/D 1966-69
U-10A/B 1966-69	CH-3C/E 1966-69
O-2 1967-71	UH-1F/P 1967-71
C-130E-I 1968-71	C-123K 1968-71
AC-123K 1968-69	AC-119G/K 1968-71

AC-130A 1968	T-41A 1972-73
T-37B 1972-current	T-38A 1972-current
AT-38B 1993-current	T-1A 1996-current

Unit History

Formed for air defense of the north east United States with the P-47 and later the F-84. Reformed for combat operations in South East Asia with a mixed complement and diverse roles. These included close and direct air support, interdiction, combat airlift, aerial resupply, visual and photographic reconnaissance, unconventional warfare, counterinsurgency operations, psychological warfare (including leaflet dropping and aerial broadcasting), forward air control, FAC escort, search and rescue, convoy escort, defoliation, flare drops and humanitarian duties. The wing operated Nha Trang AB, South Vietnam from March 1966 until October 1969 and provided maintenance support for several tenant units. Trained Vietnamese Air Force (VNAF) personnel in AC-119 operations between February and August 1971 before transferring some of its aircraft to the VNAF as part of a phasedown of operations. Wing inactivated in September 1971. Reformed as the 14th Flying Training Wing in June 1972, replacing the 3650th Pilot Training Wing. Assumed base operations and maintenance of Columbus AFB.

15th Air Base Wing



Unit Designations

Established as 15th Pursuit Group (Fighter) on 22 November 1940 and activated on 1 December 1940. Redesignated 15th Pursuit Group (Interceptor) on 12 February 1942,

and 15th Pursuit Group on 15 May 1942. Inactivated on 15 October 1946. Redesignated 15th Fighter Group (Air Defense) on 20 June 1955 and activated on 18 August 1955. Discontinued on 1 July 1960. Consolidated on 31 January 1984 with 15th Tactical Fighter Wing which was activated on 17 April 1962 and organized on 1 July 1962. Inactivated on 1 October 1970. Redesignated 15th Air Base Wing on 20 October 1971 and activated on 1 November 1971. Currently with Pacific Air Forces.

Home Stations

Wheeler Field, HI 1 Dec 40
 Bellows Field, HI 3 Jun 44 - 5 Feb 45

South Field, Iwo Jima	6 Mar 45
Bellows Field, HI	25 Nov 45
Wheeler Field, HI	9 Feb 46 - 15 Oct 46
Niagara Falls MAP, NY	18 Aug 55 - 1 July 60
MacDill AFB, FL	1 July 62 - 1 Oct 70
Hickam AFB, HI	1 Nov 71 - current

Aircraft Operated

A-12 1940-42	OA-9 1940-42
P-26 1940-42	P-36 1940-42
B-12 1941-42	P-39 1941-44
P-40 1941-44	p-47 1943-46
P-70 1943-44	A-24 1944
P-51 1944-46	P-61 1944
A-26 1946	F-86D/L 1955-58
TF/F-102A 1958-60	F-84F 1962-64
T-33A '62-70, 72-87	F-4C 1964-68
F-4E 1968-70	B-57C 1968-70
EC-135P 1971-92	O-2A 1972-80
EC-135J 1974-92	EC-135C 1978
OV-10A 1984-88	C-135B 1992-97
EC-135K 1996-current	C-135C 1997-current
KC-135E 1998-current	

Unit History

Served as part of the defense force for the Hawaiian Islands with a mixed complement. Suffered casualties and lost aircraft during the Japanese attack on Pearl Harbor on 7 December 1941. Re-equipped and reorganized to continue defense of Hawaii until 1944. Components relocated to other Pacific Islands as the war flowed westwards, with the P-51 assigned for very long range escort missions. Transferred back to Hawaii in November 1945. Re-equipped but inactivated less than a year later in October 1946. Reactivated in August 1955 for air defense with the F-86 and later the F-102. Was part of the Syracuse Air Defense Sector until July 1960 when the unit was discontinued. Activated as the 15th Tactical Fighter Wing in July 1962 with the F-84 for tactical fighter combat crew training. Upgraded to full mission capability for the Cuban missile crisis in 1962, but returned to mission training soon afterwards. Transitioned to the F-4 in 1964 and deployed most of its squadrons to South East Asia in 1965. Functioned as an F-4 replacement training unit from 1965 until 1970. Added B-57 light-bomber training in 1968. Inactivated in October 1970. Reactivated as an Air Base Wing at Hickam AFB, Hawaii in November 1971 with control of several facilities on the islands, including Hickam, Wheeler, Dillingham, Johnston Island, Bellows AFS, and several smaller subsidiary sites. Commanded, operated, maintained, and provided security for all USAF installations in the Hawaiian Islands, Wake Island, and other island groups in Central and South Pacific Ocean. Provided special air transport for the Commanders in Chief of Pacific Air Command, Pacific Air Forces, US Army Pacific, and for the Commander of the Hawaiian Air National Guard. Conducted airborne command post duties with EC-135S from 1971 until 1992. Supported the Space Shuttle program from 1983 by maintaining Hickam AFB as a designated emergency landing site. Currently operates a mix of VIP-configured C-135s for the transportation of senior military personnel and politicians within the PACAF area of responsibility.



T-38A 70-1952'SOFTS' and AT-38B 62-3678 '49 FTS' from the 14th FTW based at Columbus AFB, Mississippi.
 USAF Official

16th Special Operations Wing



Unit Designations

Authorized on the inactive list as 16th Pursuit Group on 24 March 1923. Activated on 1 December 1932. Redesignated 16th Pursuit Group (Interceptor) on 6 December 1939 and 16th

Pursuit Group on 15 May 1942. Disestablished on 1 November 1943. Re-established and consolidated on 1 October 1993 with the 1st Special Operations Wing. 1st SOW was established as the 1st Air Commando Group on 8 August 1944, replacing the 1st Air Commando Group (a miscellaneous unit) that was constituted on 25 March 1944. 1st ACG inactivated on 3 November 1945. Disestablished on 8 October 1948. Re-established on 18 April 1962, and activated on 27 April 1962. Redesignated 1st Air Commando Wing on 1 July 1963, and 1st Special Operations Wing on 8 July 1968. Redesignated as 834th Tactical Composite Wing on 1 July 1974, and back to 1st Special Operations Wing on 1 July 1975. Redesignated as the 16th Special Operations Wing on 1 October 1993. Currently with Air Force Special Operations Command.

Home Stations

Albrook Field, CZ	1 Dec 32 - 1 Nov 43
Hailakandi, India	29 Mar 44
Asansol, India	20 May 44 - 6 Oct 45
Camp Kilmer, NJ	1 Nov 45 - 3 Nov 45
Hurlburt Field, FL	27 Apr 62
England AFB, LA	15 Jan 66
Hurlburt Field, FL	15 Jul 69-current

Aircraft Operated

P-12	1932-43	OA-3	1933-37
B-6	1933-37	OA-9	1937-40
Y-10	1937-40	A-17	1937-40
P-26	1938-41	P-36	1939-42
P-39	1941-43	P-40	1941-43

The AC-130H has served in almost every campaign since Vietnam. Ongoing development of sensors, combined with an enhanced defensive suite have resulted in a host of additional bulges and aeries on 69-6570 of the 16th SOW. Bob Archer



B-25	1944	P-47	1944-45
P-51	1944-45	UC-64	1944-45
L-1	1944	L-5	1944-45
C-47	1944-45	YR-4	1944-45
CG-4 glider	1944-45	TG-5 glider	1944-45
C-46	1962-64	C/TC/VC-47	1962-70
RB/B-26	1962-66	AT/T-28	1962-73
L-28(U-10)	1962-73	UC/C-123	1963-73
A-1	'63-6/69-72	YAT-28	1964-65
YAT-37	1964	O-1	1964-67, 1969-71
AC-47	1965, '67-69	U-3	1966-67
U-6	1966-67	UH-1	1966, 1969-74
RA/A-26	1966-69	A-37A/B	1967-71, 73-74
EC/HC-47	1967-69	AC-123K	1967
C-130E-I/MC-130E	Combat Talon-I		1968-current
AC-130A	1968-75	AC-119G	1968
AC-119K	1968-9, 71-2	EC-130	1969
T-29	1969-73	VT-29	1969-75
T-33A	1969-75	T-39A	1969-75
O-2	1969-76	OV-10A	1969-76
YQU-22	1969-70	QU-22	1970-71
C-131	1970-73	AC-130E/H	1971-current
VC-131	1973-75	CH-3	1973-74, 76-80
HH-53H	1980-current (later MH-53H, upgraded to MH-53J 1986 and MH-53M 1999)		
MH-60G	1989-99		
HC-130N/P	1989-current (now MC-130P)		
MC-130H	Combat Talon II		1990-current
AC-130U	1994-current		

Unit History

Formed for fighter defense of the Panama Canal Zone between December 1932 and October 1943. Moved to India in March 1944 to replace the 5318th Provisional Air Unit. Composed of operational sections, rather than units, conducting bomber, fighter, light-plane (and helicopter), transport, glider and light cargo duties. The group provided fighter cover, bomber strike and air transport for Ord Wingate's Raiders fighting behind enemy lines in Burma. At war's end the unit was stationed in India but conducted operations in Burma. Departed for the USA in late October 1945 and inactivated. Reformed as the 1st Air Commando Group at Hurlburt Field in April 1962 to replace the 4400th Combat Crew Training Group for air commando training. Later upgraded to Wing status. Trained USAF and South Vietnamese aircrews in the USA and at bases in South Vietnam for unconventional warfare, coun-

terinsurgency, and psychological warfare throughout the conflict. Between 11 January and 30 June 1974 the USAF Special Operations Force and the 1st Special Operations Wing merged operations. Redesignated the 834th Tactical Composite Wing on 1 July 1974, but reverted to the 1st SOW on 1 July 1975. Wing assumed responsibility for the USAF Air Ground Operations School in July 1974 to train selected US and allied personnel in special operations. Elements of the wing participated in the ill-fated rescue attempt of hostages held in Tehran in April 1980. The failed mission, and the subsequent embarrassment, resulted in efforts to work closely with multi-service special operations to develop more effective combat tactics. Wing conducted numerous disaster relief, search and rescue, medical evacuation and humanitarian support missions. Supported drug interdiction efforts in a co-ordinated program with other US and overseas agencies. Participated in the rescue of US personnel from Grenada in Oct-Nov 1983 and the restoration of democracy in Panama during Dec 1989-Jan 1990. Deployed numerous personnel to the Middle East during Operation 'Desert Shield', and conducted unconventional warfare during Operation 'Desert Storm'. The 1st SOW was redesignated as the 16th SOW on 1 October 1993 to avoid duplication of the unit designation with the 1st Fighter Wing. Subsequently the unit has rotated aircraft and personnel to enforce the air exclusion zones above northern and southern Iraq, and has also participated in operations in Bosnia-Herzegovina. More recently the wing was involved in Operation 'Allied Force' to stem the Serbian aggression against the ethnic Albanians in Kosovo.

17th Training Wing



Unit Designations

Established as the 17th Bombardment Wing, Light on 8 May 1952 and activated on 10 May 1952. Redesignated 17th Bombardment Wing, Tactical on 1 October 1955. Inactivated on 25 June 1958. Redesignated and activated as 17th Bombardment Wing, Heavy on 15 November 1962, and organized on 1 February 1963. Inactivated on 30 September 1976. Redesignated 17th Reconnaissance Wing on 20 January 1982 and activated on 1 October 1982. Inactivated on 30 June 1991. Redesignated 17th Training Wing and activated on 1 July 1993. Currently With Air Education and Training Command.

Home Stations

Pusan-East AB, S Korea	10 May 52
Miho AB, Japan	10 Oct 54 - 20 Mar 55
Hurlburt Field, FL	1 Apr 55 - 20 Jun 58
Wright-Patterson AFB, OH	1 Feb 63
Beale AFB, CA	30 Sep 75 - 30 Sep 76
RAF Alconbury, UK	1 Oct 82 - 30 Jun 91
Goodfellow AFB, TX	1 Jul 93 - current

Aircraft Operated

B-26	1952-56	B-57B/C	1955-56
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B-66B	1956-58	B-52E	1963-68
KC-135A	1963-75	B-52H	1968-75
B-52G	1975-76	KC-135Q	1975-76
TR-1A	1982-91		

Unit History

Formed for operations in Korea, replacing the 452nd Bombardment Wing, Light. Flew night intruder light bombardment missions against enemy supply centers, communications facilities and transport convoys. After the war the unit maintained light bombardment proficiency in Japan until relocated to the USA in April 1955. Continued this role under TAG until inactivated. Reformed as the 17th Bombardment Wing, Heavy in February 1963 under SAC at Wright-Patterson AFB, Ohio with the B-52 and KC-135. Replaced the 4043rd Strategic Wing. Performed strategic bombardment and aerial refueling duties. Sent aircraft and aircrews to South East Asia between 1965 and 1975. Alert duties at Wright-Patterson AFB terminated on 30 June 1975 in preparation for the wing relocating to Beale AFB, California. Absorbed the resources of the 456th Strategic Aerospace Wing including the B-52G and KC-135Q. KC-135s used primarily to refuel the SR-71s of the 9th Strategic Reconnaissance Wing. 17th BW inactivated on 30 September 1976 when replaced by the 100th ARW. Reactivated at RAF Alconbury in October 1982 with the TR-1 for tactical and strategic surveillance duties within Europe. Inactivated 1991. Reformed at Goodfellow AFB, Texas in July 1993 as the 17th Training Wing under AETC. Has no aircraft assigned currently as the unit trains students in intelligence career fields, as well as USAF, Army and Marine Corps personnel in fire protection and rescue training.

18th Wing



Unit Designations

Established as the 18th Fighter Wing, 10 August 1948 and activated on 14 August 1948. Redesignated 18th Fighter-Bomber Wing on 20 January 1950, 18th Tactical Fighter Wing

on 1 July 1958, and 18th Wing on 1 October 1991. Currently with Pacific Air Forces.

Home Stations

Clark AB, Philippines	14 Aug 48
Pusan AB, South Korea	1 Dec 50
Pyongyang East, N Korea	1 Dec 50
Suwon AB, South Korea	4 Dec 50
Chinhae, South Korea	10 Dec 50
Osan AB, South Korea	26 Dec 52
Kadena AB, Okinawa	1 Nov 54 - current

Aircraft Operated

p-47(F-47)	1948	F-51	1948-53
RB-17G	1948-50	F-2	1948-49
L-5	1948-49	C-47	1948-49
VB-17G	1948-49	C-46	1949
RC-45	1949-50	F-80	1949-50
F-86F	1953-57	T-33A	1954
F-100D/F	1957-63	RF-101C	1960-67

F-105D/F	1962-72	RF-4C	1967-89
EB-66E	1968-70	F-4C	1971-75
MC-130E/C-130E	72-80	F-4D	1975-80
T-39A	1975-76	CT-39A	1977-85
F-15C/D	1979-current	C-12F	1985-93
E-3B/C	1991-current	KC-135R	1991-current
HH-3E	1993	HH-60G	1994-current

Unit History

Established for tactical operations on 1 December 1948 as the major Far East Air Forces organization in the Philippines. Conducted aerial mapping of the numerous Philippine islands from 1948 until 1950. Wing headquarters unmanned from 16 May to 17 December 1949. Most assets deployed to Korea in July 1950 for combat operations with the F-51, leaving elements at Clark AB for defense of the Philippines. Wing deployed remainder of assets to Korea in December 1950. Conducted combat operations, and converted to the F-86 early 1953. for air defense and ground attack duties. Moved to Okinawa in November 1954, supporting tactical operations there and in Korea, Japan, Taiwan and the Philippines. Added a reconnaissance capability in 1960. Deployed to South East Asia beginning in 1961 for reconnaissance operations, and from 1964 for tactical fighter duties until the war's end. Deployed to Osan AB, South Korea during the 1968 Pueblo crisis. Has maintained an air defense alert in South Korea since 1978. Converted from the F-4 to the F-15 beginning in 1979. Maintained aircraft and crews on a high state of readiness for tactical operations throughout the 5th Air Force area of responsibility and can be tasked for duties anywhere within PACAF. Beginning in 1991 the wing expanded its mission to include aerial refueling, and airborne early warning. Added a high priority cargo, and VIPs airlift capability in June 1992 with the C-12s. In February 1993 the wing gained responsibility for the co-ordination of rescue operations in the Western Pacific and Indian Ocean.

19th Air Refueling Group



Unit Designations

Established as the 19th Bombardment Wing, Medium, 10 August 1948 and activated 17 August 1948. Redesignated 19th Bombardment Wing, Heavy on 1 July 1961, 19th Air Refueling

Wing, Heavy, 1 October 1983, 19th Air Refueling Wing on 1 September 1991, and 19th Air Refueling Group on 1 July 1996. Currently with Air Mobility Command.

Home Stations

North Guam (later Andersen) AFB	17 Aug 48
Kadena AB, Okinawa	1 Jun 53 - 28 May 54
Pinecastle AFB, FL	11 Jun 54
Homestead AFB, FL	1 Jun 56
Robins AFB, GA	25 Jul 68 - current

Aircraft Operated

B-29#	'48-50/53-4	B-47B	1954-61
KC-97F	1955-62	KC-97G	1955-61

B-52H	1962-68	KC-135A	1962-86
B-52G	1968-83	EC-135N/Y	1984-97
KC-135R	1986-current	EC-137D	1991-current
T-37B	1993-95	C-12F	1993-94

Unit History

Formed in August 1948 from resources of the former North Guam Air Force Base Command (Provisional). Operated North Guam (later Andersen) AFB with B-29s. In May 1949 assumed responsibility for administering three bases plus an assortment of support facilities and units. Components moved to Kadena AB, Okinawa, for combat operations over Korea, the wing headquarters remaining at Andersen AFB in an administrative and logistical capacity. Relocated to Kadena AB in June 1953 to absorb personnel and equipment of 19th Bombardment Group. Moved to Pinecastle AFB, Florida during May and June 1954 delivering its B-29s to Davis-Monthan AFB, Arizona for storage. Unit converted to the B-47 in 1954 and added the KC-97 the following year. From July 1957 until April 1961 the wing maintained a portion of its tactical resources on overseas alert. Converted to the B-52 and KC-135 in 1962. Moved to Robins AFB, Georgia in July 1968 and absorbed the B-52 and KC-135 assets of the 465th Bombardment Wing. Supplied aircraft and crews to other units involved in combat operations in South East Asia. From late 1972 the wing headquarters reduced to caretaker status due to deployments to SEA. Regained most assets, enabling a return to normal operations by November 1973. Redesignated an air refueling wing October 1983, with worldwide deployments in support of users. Flew aerial refueling missions in support of rescue efforts in Grenada during October 1983. During 1984 two EC-135 aircraft and crews were assigned to provide direct support to the United States Central Command's mission in the Middle East. Gained the additional mission of supporting the Pacific and Alaskan Tanker Task Forces from March 1988, and the Caribbean Tanker Task Force in March 1990. KC-135R 62-3554 *Cherokee Rose* set 16 world aviation records in a Time to Climb Event on 19 November 1988. Deployed KC-135s and EC-135s to Middle East from August 1990 until March 1991 for Operations 'Desert Shield' and 'Desert Storm'. On 1 January 1992 provided crews and support for the EC-137D of US Special Operations Command. Unit downgraded to an Air Refueling Group in July 1996. The Central Command EC-135s were relocated to MacDill AFB, Florida in 1997, although the EC-137D of US Special Operations Command continues to be operated by the Group.

20th Fighter Wing



Unit Designations

Established as the 20th Fighter Wing on 28 July 1947 and organized on 15 August 1947. Redesignated 20th Fighter-Bomber Wing on 20 January 1950, 20th Tactical Fighter Wing

on 8 July 1958, and 20th Fighter Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

Shaw Field (later AFB), SC 15 Aug 47
Langley AFB, VA 9 Nov 51 - 22 May 52
RAF Wethersfield, UK 31 May 52 -
(with one squadron at RAF Woodbridge)
RAF Upper Heyford, UK 1 Apr 70 - 1 Jan 94
Shaw AFB, SC 1 Jan 94 - current

Aircraft Operated

P-51 (F-51) 1947-48 P-84 (F-84) 1948-57
F-100D/F 1957-71 T-39A 1963-69
F-111E 1970-93 EF-111A 1984-92
F-16C/D 1994-current

Unit History

Activated as a tactical fighter unit at Shaw Field, South Carolina in August 1947. Trained Turkish pilots in P-51s between February and August 1948. Detached personnel and equipment to RAF Mansion, England from December 1950 until April 1951. Wing headquarters not operational between 25 April and 10 October 1951, as all personnel were detached for duty with Tactical Air Division, Provisional which had operational control over all the wing elements. Moved to RAF Wethersfield, England in May 1952 with a mission to maintain proficiency for tactical operations with both conventional and nuclear weapons. Operated two squadrons at RAF Wethersfield and one at RAF Woodbridge. Moved to RAF Upper Heyford in April 1970, replacing the 66th Tactical Reconnaissance Wing. Retired the last F-100 in February 1971, having begun to upgrade to the F-111 in September 1970. Added the electronic combat mission in February 1984 with the EF-111A. F-111Es and EF-111As participated in Operation 'El Dorado Canyon' to bomb military and suspected terrorist sites in Libya during April 1986. Deployed aircraft to Incirlik AB, Turkey during 1990 for combat operations over Iraq. Retired the EF-111A in 1992, and the F-111E by the end of 1993 prior to the wing relocating to Shaw AFB, South Carolina with the F-16 to replace the 363rd Fighter Wing. Deployed F-16s to Aviano AB, Italy for Operation 'Allied Force', with one aircraft (91-0353) being credited with a MiG-29 kill. The 24 F-16s flew more than 1,000 sorties during the campaign. 20th FW has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

21st Space Wing



Unit Designations

Established as the 21st Fighter-Bomber Wing on 15 November 1952 and activated on 1 January 1953. Inactivated on 8 February 1958. Redesignated 21st Tactical

Fighter Wing on 19 May 1958 and activated on 1 July 1958. Inactivated on 18 June 1960. Redesignated 21st Composite Wing and activated on 6 May 1966. Organized on 8 July 1966. Redesignated 21st Tactical Fighter Wing on 1 October 1979, 21st Wing on 26 September 1991, and inactivated on 19 December

1991. Redesignated 21st Space Wing on 1 May 1992 and activated on 15 May 1992. Currently with Air Force Space Command.

Home Stations

George AFB, CA 1 Jan 53 - 28 Nov 54
Chambley AB, France 12 Dec 54 - 8 Feb 58
Misawa AB, Japan 1 Jul 58 - 18 Jun 60
Elmendorf AFB, AK 8 Jul 66 - 19 Dec 91
Peterson AFB, CA 15 May 92 - current

Aircraft Operated

F-51 1953 F-86F 1953-58
F-84F 1958-59 F-100D/F 1958-60
TF/F-102A 1966-69 C-130D 1966-75
C-124C 1969-74 H-21 1969-70
F-4E 1970-82 HH-3 1970-75
EB-57E 1971-75 C-118A 1971-75
T-33A 1971-88 T-39A 1971-77
VC-118A 1972-75 EC-118A 1973-75
CH-3 1974-75 C-12A 1977-84
F-15A/B 1982-88 F-15C/D 1988-91
C-21A 1993-97

Unit History

Formed for tactical and air defense of the United States. Relocated to Chambley AB, France in December 1954 as part of the NATO defense force in Europe, performing special weapons tactical operations with the F-86. Moved to Misawa AB, Japan in July 1958 for air defense of Japan and South Korea until inactivated. Reformated at Elmendorf AFB, Alaska in July 1966 for air defense of the state and related areas as part of the Alaskan NORAD Region and Aerospace Defense Command Region. Provided support for multi-service special operations in arctic regions, and participated in numerous search and rescue efforts. Maintained air defense and alert forces at forward operating bases in Galena and King Salmon, Alaska from 1977 until 1991. Transitioned to the F-15 in 1982. Inactivated in 1991 when replaced by the 3rd Wing. Reactivated at Peterson AFB, Colorado in 1992 assuming a new role as a space wing providing command management of Air Force Space Command's worldwide network of missile warning, space surveillance and communications units. Currently has no aircraft assigned.

22nd Air Refueling Wing



Unit Designations

Established as the 22nd Bombardment Wing, Medium on 28 July 1948 and activated on 1 August 1948. Redesignated 22nd Bombardment Wing, Heavy on 15 March 1963,

22nd Air Refueling Wing, Heavy on 1 October 1982, and 22nd Air Refueling Wing on 1 September 1991. Currently with Air Mobility Command.

Home Stations

Smoky Hill AFB, KS 1 Aug 48
March AFB, CA 10 May 49
McConnell AFB, KS 1 Jan 94 - current

Aircraft Operated

B-29# 1949-53 F-86A 1949-50
KC-97F 1952-62 B-47B 1953
B-47E 1953-63 KC-97G 1954-60
B-52B 1963-66 KC-135A 1963-89
EC-135A 1965 EC-135C 1965-70
B-52D 1966-82 B-52C 1967-71
B-52E 1968-70 KC-135R/T 1994-current
KC-10A 1982-93 T-38A 1993
C-12F 1993-94

Unit History

When formed on 1 August 1948, the 22nd Bombardment Wing, Medium shared the same commander as the co-located 301st Bombardment Wing. The 22nd BW headquarters was at that time non-operational and its components detached. This situation remained until 9 May 1949. The 22nd BW moved the following day to March AFB, California and shared a commander with the 1st Fighter Wing until 16 February 1950. The 22nd was non-operational and was attached to the 1st FW until 30 June 1949. On 1 July 1949 the 22nd returned to operational status, becoming the host unit at March AFB, with the 1st FW attached until 1 April 1950. The 22nd Bombardment Group was detached from the parent wing from 14 November 1949 until 20 February 1950, with the wing controlling only the attached fighter squadrons of the 1st FW. The bomb group was detached again for operations in Korea from July to October 1950, with the wing controlling no aircraft. The wing returned to normal status in November 1950 and added an air refueling capability in 1952. Several overseas deployments were made from 1951 until 1957. The wing was not tactically operational from March until September 1963 while converting from the B-47 to the B-52 and from the KC-97 to the KC-135A. Supported the 15th Air Force's post attack command and control system with EC-135S from July 1963 to March 1970. The 22nd was one of SAC's 'super wings', being composed of two B-52 squadrons and two with the KC-135A from 1966 until 1971. From 10 March until 1 October 1967 the wing was reduced to a small rear echelon, non-tactical organization with most of its assets and personnel loaned to other SAC units for combat operations in South East Asia. The wing continued to support this commitment on a regular basis until 1975. From 10 April 1972 until 20 October 1973 the wing had all of its B-52Ds deployed to SEA. KC-135s were also on loan to the theater from April to September 1972. The wing maintained a strategic bombardment alert posture from 1973 until 1982, and in 1978 commenced additional conventional warfare missions including mine laying and sea reconnaissance and surveillance. The B-52Ds were transferred elsewhere in 1982 with the unit receiving the KC-10A and becoming the 22nd Air Refueling Wing, Heavy on 1 October 1982. Conducted airlift and aerial refueling missions during the 1983 Grenada rescue. Supported Operation 'El Dorado Canyon' to

Destined for another 20 years or so of service, the A-10A at one time fell from grace with the Air Force, although it proved to be such a success during the Gulf War that plans were altered. OA-10A 79-0139 of the 23rd FG at Pope AFB, North Carolina. Paul Bennett

air refuel the F-111s from England to bomb targets in Libya in 1986. Provided KC-10s for specialized refueling of the SR-71 from 1985 and the F-117 from 1987. Became an all KC-10A unit from 1989. Deployed most of its KC-1 OAs to the Middle East for Operations 'Desert Shield' and 'Desert Storm' during 1990 and 1991. The 22nd ARW moved to McConnell AFB in January 1994 and assumed responsibility for the KC-135s of the former 384th Air Refueling Wing. Transfer of the KC-1 OAs to Travis AFB took longer than anticipated, resulting in the 722nd ARW being formed at March AFB on 1 January 1994. The 722nd ARW remained at March AFB until the latter half of 1994 when relocation of KC-10As was completed. 22nd ARW has been identified as an Aerospace Expeditionary Force Lead Wing (Mobility) for operations such as humanitarian relief.

23rd Fighter Group



Unit Designations

Established as the 23rd Fighter Wing, 10 August 1948 and activated on 16 August 1948. Inactivated on 24 September 1949. Redesignated 23rd Fighter-Interceptor Wing on 19 December 1950 and activated on 12 January 1951. Inactivated on 6 February 1952. Redesignated 23rd Tactical Fighter Wing and activated on 28 January 1964. Organized on 8 February 1964. Redesignated 23rd Fighter Wing on 1 October 1991. Inactivated on 1 June 1992. Redesignated 23rd Wing and activated 1 June 1992. Redesignated 23rd Fighter Group on 1 April 1997. Currently with Air Combat Command.

Home Stations

Northwest Guam AFB	16 Aug 48 - 3 Apr 49
Howard AFB, CZ	25 Apr 49 - 24 Sep 49
Presque Isle AFB, ME	12 Jan 51 - 6 Feb 52
McConnell AFB, KS	8 Feb 64
England AFB, LA	1 July 72 - 1 Jun 92
Pope AFB, NC	1 Jun 92 - current

Aircraft Operated

F-47	1948-49	RF-80	1949
F-86E	1951-52	F-51	1951-52
F-80	1951-52	F-105D/F	1964-72
AT-33A	1966-69	T-39B	1966-72
A-7D	1972-81	A-37B	1974
A-10A	1980-current	OA-10A	1992-current
C-130E	1992-97	F-16C/D	1993-96

Unit History

Formed for the air defense of Guam between 1948 and 1949 and the Panama Canal Zone from April until September 1949. Relocated to Presque Isle AFB, Maine in January 1951 for air defense of the north eastern United States. Conducted basic training for around 500 Air Force recruits during 1951. Reformed at McConnell AFB, Kansas in February 1964 with the F-105 to replace the 388th TFW. Conducted F-105 aircrew replacement training from January 1966 until November 1970, and training for ANG units from November 1970 until April 1971. Moved to England AFB, Louisiana in July 1972 replacing the 4403rd TFW to convert to the A-7. Wing also controlled an A-37B special operations training squadron from 1974. Converted to the A-10 in 1980. Deployed aircraft for operations in Grenada during October and November 1983, and sent two squadrons to the Middle East for combat duty during Operations 'Desert Shield' and 'Desert Storm'. Wing inactivated on 1 June 1992 and reactivated same day at Pope AFB, North Carolina replacing the 317th Airlift Wing. Operated as a composite wing with the A-10A and C-130E. F-16C/D also assigned from 1993 until 1996. All 23rd Wing assets painted with shark's mouth on the nose. C-130Es reassigned to the 43rd Airlift Wing in 1997, with the 23rd ceasing to be host unit at Pope AFB. 23rd reduced to Fighter Group status on 1 April 1997 to avoid two flying wings operating from the same location, this being in line with the new streamlined USAF policy. 23rd FG became subordinate to the 347th Wing with headquarters at Moody AFB, Georgia. However the planned reassignment of tactical assets by the 347th Wing will probably change the parental responsibility of the 23rd FG to another wing.

24th Wing



Unit Designations

Established as the 24th Composite Wing, Special on 19 November 1942 and activated on 25 December 1942. Disestablished 15 June 1944, and re-established as 24th Composite

Wing on 5 August 1946. Activated on 25 August 1946 and inactivated again on 28 July 1948. Reactivated on 30 October 1967 and organized on 8 November 1967. Redesignated 24th Air Commando Wing on 15 March 1968, 24th Special Operations Wing on 15 July 1968, 24th Special Operations Group on 30 June 1972, 24th Composite Group on 15 November 1973, 24th Composite Wing on 1 January 1976. Inactivated on 31 January 1987. Reactivated on 1 January 1989. Inactivated on 15 February 1991. Redesignated 24th Wing on 1 February 1992 and activated on 11 February 1992. Was with Air Mobility Command, but inactivated on 31 October 1999.

Home Stations

Camp Olympia, Reykjavik, Iceland	25 Dec 42
Camp Tripoli, Reykjavik, Iceland	13 Mar - 15 Jun 44
Borinquen Field (later Ramey AFB), PR	25 Aug 46 - 28 Jul 48
Albrook AFB, CZ	8 Nov 67
Howard AFB, CZ	3 Jan 68 - 31 Jan 87, 1 Jan 89 - 15 Feb 91, 11 Feb 92 - 31 Oct 99

Aircraft Operated

P-38	1942-44	P-39	1942-43
P-40	1943-44	P-47	1944
B-17	1946-47	B-17/F-9	1948
C-47	'46-8/67-70	C-54	'47-48/67-72
F-2	1948	A-26	1967-68
C-46	1967-68	VC-47	1967-70
C-118A	1967-71	VC-118A	1967-71
C-130	1967-84	C-131	1967-68
CH-3	1967-70	HH-	1967-69
T-28	1967-70	VT-29	1967-70



U-10	1967-71	UH-1	1967-83
A-37B	1969-72	HU-16	1969
C-123K	1970-73	UC-123K	1970-75
VC-123K	1970-73	C-119	1971-73
O-2A	1971-86	A-7D/K	1972-87
A-10A	1985	OA-37B	'85-87, '89-91
C-21A	1992-97	CT-43A	1992-97
C-27A	1992-99	C-130E	1992-99

Unit History

Served in the defense of Iceland from December 1942. Operated at Borinquen Field, Puerto Rico from August 1946 until July 1948, supervising a large number of facilities in the Caribbean from Puerto Rico to British Guyana. Reformed at Albrook AFB, Canal Zone in January 1968 replacing the 5700th Air Base Wing. Assumed responsibility for Albrook and Howard AFBs, and a special operations mission including air transport, paramilitary, search and rescue, aeromedical evacuation, and support of US Army units in the region. The unit also provided military assistance to neighboring countries including training of Latin American air arms. Wing controlled various rotational detachments from 1967 to 1987. This included rotations by fighter and airlift types, which were organized under 'Coronet Cove' from December 1978 until January 1990. The commitment was terminated due to budgetary cuts and the need to reduce the size of US forces in Panama. Despite this, the ANG continued to rotate F-16s to Howard AFB as part of the anti-drug war. Many of the aircraft types listed throughout the 1970s and '80s were rotational types from the reserves. UH-1-equipped search and rescue role ceased in March 1983. Wing inactivated in January 1987, with subordinate units reassigned directly to the USAF Southern Air Division. Wing reactivated in January 1989, again with responsibility for Albrook and Howard AFBs. Wing flew combat sorties during the invasion of Panama in December 1989 and January 1990. Trained foreign and domestic pilots in forward air control. Flew search and rescue, aeromedical airlift and disaster relief missions in Latin America during 1989 and 1990. Wing inactivated again in 1991, with assets placed under Air Force in Panama. Wing reactivated on 11 February 1992 becoming the senior USAF organization in Panama. In June 1992 the unit began operating only the C-21A, C-27A, C-130E/H and CT-43A under Air Combat Command.

Aircraft were operated to support multi-service units directed by United States Southern Command and United States Southern Air Force. These included detection of drug smugglers from South and Central America, theater airlift, and defense of the Panama Canal. The wing switched to Air Mobility Command in April 1997 and gradually transferred its fleet of aircraft elsewhere prior to ceasing operations during 1999 as part of the US agreement to vacate Panama.

27th Fighter Wing



Unit Designations

Established as the 27th Fighter Wing on 28 July 1947 and organized on 15 August 1947. Redesignated 27th Fighter-Escort Wing on 1 February 1950, 27th Strategic Fighter Wing on 20 January 1953, 27th Fighter-Bomber Wing on 1 July 1957, 27th Tactical Fighter Wing on 1 July 1958, and 27th Fighter Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

Kearney AAFld (later AFB), NE	15 Aug 47
Bergstrom AFB, TX	16 Mar 49
Cannon AFB, NM	18 Feb 59 - current

Aircraft Operated

P-51(F-51)	1947-49	F-82	1948-50
F-84	1950-58	KB-29P	1953-57
F-101A/C	1957-58	F-100D/F	1959-72
AT/T-33A	1968-73	F-111A	1969-72
F-111E	'69-71, '92-6	F-111D	1972-92
F-111G	1990-93	F-111F	1992-96
EF-111A	1992-98	F-16C/D	1996-current

Unit History

Formed as a SAC fighter escort unit in 1947. Won the Mackay Trophy for a successful deployment of 90 F-84Es from Bergstrom AFB, Texas, to Fürstenfeldbruck AB, Germany in September 1950. This was the first long range mass flight of jet aircraft by the USAF. Unit deployed to Yokota AB, Japan in November 1950 and split into two - the advanced echelon moved to Taegu AB, South Korea, from 1 December

1950 to 30 January 1951, while the rear echelon was stationed at Itazuke AB, Japan from 9 December 1950 to 31 January 1951. Flew combat sorties over Korea, with the two echelons combining at Itazuke AB on 1 February 1951. Returned to the USA in July 1951, but relocated to Misawa AB, Japan from 6 October 1952 to 13 February 1953. Added an air refueling mission from June 1953 to May 1955 and from August 1955 until June 1957. Converted to the F-101A/C in 1957 after joining Tactical Air Command. Transferred the F-101s to USAFE, and re-equipped with the F-100. Deployed to MacDill AFB, Florida from October - December 1962 for the Cuban missile crisis. Conducted F-100 pilot and mechanic replacement training from January 1966 until June 1969. Conducted forward air controller/air liaison officer training with the AT/T-33A from December 1968 until July 1973. Last F-100s phased out of service in 1972. F-111s had begun to join the wing in October 1969, and from October 1971 conducted F-111 aircrew replacement training. Elements deployed to Incirlik AB, Turkey, to enforce the air exclusion zone above northern Iraq. Gained the EF-111A in May 1992 with the addition of the electronic warfare mission. F-16C/D replaced the F-111s in 1996, the EF-111A continued until April 1998. The unit had a squadron of Singapore Air Force F-16C/Ds in residence for training purposes at the end of 1999, these operating in USAF markings. 27th FW has been designated as one often Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month

28th Bomb Wing

Unit Designations

Established as the 28th Bombardment Wing, Very Heavy, on 28 July 1947 and organized on 15 August 1947. Redesignated 28th Bombardment Wing, Medium, on 12 July 1948;

28th Bombardment Wing, Heavy, on 16th May 1949; 28th Strategic Reconnaissance Wing, 1 April 1950; 28th Strategic Reconnaissance Wing, Heavy, on 16 July 1950; 28th Bombardment Wing, Heavy, on 1 October 1955; 28th Wing on 1 September 1991, and 28th Bomb Wing on 1 June 1992. Currently with Air Combat Command

Home Stations

Rapid City AAFld (later Rapid City AFB, and Ellsworth AFB), SD	15 Aug 47 - current
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Aircraft Operated

B-29#	1947-50	B-36B	1949-50
RB-29A	1950	RB-36D	1950-53
RB-36E	1950-53	RB-36H	1952-57
B-52D	1957-71	B-52C	1967-71
B-52G	1971-77	B-52H	1977-86

ACC regularly deploys to the Middle East to support Operation 'Southern Watch'. F-16C 86-0303 'CC' of the 523rd FS, 27th FW from Cannon AFB, New Mexico, overflying Kuwait during a patrol. USAF Official



KC-135A	1959-85	KC-135R	1985-92
KC-97G	1962-64	EC-135A/G/L	1965-92
EC-135C	1970-92	B-1B	1987-current
T-38A	1993-96		

Unit History

Formed for heavy bombardment duties with SAC in 1947 operating the B-29 but exchanged these for the B-36 in 1949, and added the RB-29A in 1950. Performed strategic reconnaissance as its primary mission from 1950 until 1955, with bombardment as a secondary duty from 1954 to 1955. Trained primarily as a bombardment wing from 1955, but retained a reconnaissance capability until Sept 1956. Added the air refueling mission in 1959. Began operating a post-attack command and control capability for the 15th Air Force with the EC-135A in January 1965, and later the EC-135G/L models. This function was maintained as a rear echelon during deployments by the remainder of the wing. Controlled a non-equipped Titan missile squadron from December 1960 until December 1961. Most of the bomber and tanker elements were deployed to South East Asia from 9 March until 21 September 1966, 15 January until 19 July 1968, and 9 September 1969 until 18 March 1970 for 'Arc Light' missions. From April 1972 until October 1973 the wing had most of its aircraft and personnel deployed again for combat operations in SEA. Converted from the B-52G to the B-52H in 1977. Performed airborne launch control functions for USAF Minuteman missile wings with the EC-135 and provided logistical support for the co-located 44th Missile Wing. Expanded B-52H mission in 1984 to include maritime reconnaissance, surveillance and conventional bombing operations from forward bases overseas. Upgraded from the KC-135A to the KC-135R beginning in 1985, and replaced the B-52H with the B-1B in 1987. Provided tanker support for operations in Panama in December 1989 and January 1990, and deployed KC-135s to the Middle East for Operations 'Desert Shield' and 'Desert Storm'. Relinquished the air refueling capability in June 1992 and retired the EC-135s in September 1992. B-1Bs had their combat debut during Operation 'Desert Fox' in December 1998, along with those of the 7th BW, on bombing missions over Iraq. The wing also performed numerous combat sorties to Serbia during Operation 'Allied Force' between March and June 1999 from RAF Fairford. 28th BW has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three-month alert status to deploy worldwide for operations.

30th Space Wing



Unit Designations

Established as the Air Force Western Test Range and activated on 5 May 1964. Organized on 15 May 1964. Inactivated on 1 April 1970. Redesignated as Western Space and Missile Center and activated on 1 October 1979. Redesignated 30th Space Wing on 19 November 1991. Currently with Air Force Space Command.

Home Stations

Vandenberg AFB, CA 15 May 64 - 1 Apr 70,
1 Oct 79 - current

Aircraft Operated

UH-1N 1993-current

Unit History

Established to operate the Western Test Range to support the Department of Defense, National Aeronautics and Space Administration and other range users. Conducted missile test programs, including Minuteman force reliability evaluation, and Peace-keeper flight development. Maintained launch and support facilities for the Space Transportation System from 1984 until 1987. Conducted other aerospace launching and tracking operations at Vandenberg AFB and at other sites. Wing became responsible for the UH-1Ns on 1 January 1993 when the 76th Rescue Flight was formed to replace Detachment 8 of the 37th Rescue Squadron (AMC).

31st Fighter Wing



Unit Designations

Established as the 31st Fighter Wing on 6 November 1947 and organized on 20 November 1947. Redesignated 31st Fighter-Bomber Wing on 20 January 1950, 31st Fighter-Escort Wing on 16 July 1950, 31st Strategic Fighter Wing on 20 January 1953, 31st Fighter-Bomber Wing on 1 April 1957, 31st Tactical Fighter Wing on 1 July 1958, 31st Tactical Training Wing on 30 March 1981, 31st Tactical Fighter Wing on 1 October 1985 and 31st Fighter Wing on 1 October 1991. Currently with USAFE.

Home Stations

Turner Field (later AFB), GA 20 Nov 47
George AFB, CA 15 Mar 59
Homestead AFB, FL 31 May 62 - 6 Dec 66
Tuy Hoa AB, RVN 16 Dec 66 - 15 Oct 70
Homestead AFB, FL 15 Oct 70 - 1 Apr 94
Aviano AB, Italy 1 Apr 94 - current

Aircraft Operated

P-51 (F-51)	1947-49	F-84B/C	1948-50
F-84	1951-57	KB-29P	1954/56-57
F-100D/F	1957-70	KB-50J	1957-58
F-4E	1970-72	F-100C/F	1968-69
F-4D	1972-88	F-16C/D	1985-current

Unit History

Established for tactical fighter operations in 1947. Unit deployed to England from December 1950 until July 1951, and to Japan for air defense from July to October 1952 and again from November 1953 until February 1954. The July 1952 deployment was the first massed jet fighter crossing of the Pacific Ocean. Became non-operational in March 1959 and moved to George AFB, California to absorb the personnel and equipment of inactivated units. Reassigned to Homestead AFB, Florida in May 1962 and maintained air defense during the Cuban missile crisis in

October and November 1962. Deployed to Tuy Hoa AB, South Vietnam for combat operations from December 1966 until September 1970. Returned to Homestead AFB without personnel or equipment and gained new role conducting F-4 replacement training. Rotated components to South East Asia between April 1972 and June 1973. Assumed primary defense of southern Florida on 1 April 1976. Transferred half its complement of F-4Es to the Egyptian Air Force between September 1979 and September 1980. Relinquished the air defense commitment in October 1983. Transitioned to the F-16 in June 1985, and gradually reduced the F-4 training commitment, with the last class graduating in May 1988. Homestead AFB almost destroyed by Hurricane Andrew on 24 August 1992 with the F-16 squadrons relocating elsewhere and subsequently being reassigned. Homestead too badly damaged for full active duty operations, with the 31st FW being reassigned to Aviano AB, Italy on 1 April 1994. The wing was involved in combat operations to enforce the air exclusion zone over Bosnia-Herzegovina during the mid-1990s. The wing was heavily involved in Operation 'Allied Force', flying more than 1,000 combat sorties to Serbia and Kosovo between March and June 1999.

33rd Fighter Wing



Unit Designations

Established as the 33rd Fighter Wing on 15 October 1947 and organized on 5 November 1947. Redesignated 33rd Fighter-Interceptor Wing on 20 January 1950. Inactivated on 6 February 1952. Redesignated 33rd Fighter Wing (Air Defense) on 14 September 1956 and activated on 18 October 1956. Inactivated on 18 August 1957. Redesignated 33rd Tactical Fighter Wing and activated on 9 February 1965. Organized on 1 April 1965. Redesignated 33rd Fighter Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

Roswell AAFld (later Walker AFB) NM 5 Nov 47
Otis AFB, MA 16 Nov 48 - 6 Feb 52
Otis AFB, MA 18 Oct 56 - 18 Aug 57
Eglin AFB, FL 1 Apr 65 - current

Aircraft Operated

F-51	1948-50	F-84B	1948-50
F-86A	1950-52	F-94	1951-2/56-57
F-47	1951-52	F-89	1956-57
F-4D	1965-68	F-4E	1968-79
F-15A/B	1978-85	F-15C/D	1979-80, 1985-current

Unit History

Formed in November 1947 although the wing headquarters was not operational for the first 12 months as all components were detached. Control of wing tactical units was with the 509th Bombardment Wing which was also located at Roswell AAFld. Moved to Otis AFB, Massachusetts in November 1948 where the wing headquarters became operational with the

F-51 and F-84. Conducted tactical fighter operations and added an air defense mission in December 1949. Provided air defense of the north eastern United States until inactivated in February 1952. Reformed at Otis AFB for the air defense role with the F-89 and F-94. Non-operational from 1 July 1957 to 18 August 1957 when inactivated. Reformed at Eglin AFB, Florida in April 1965 for tactical fighter operations. Operated a test support division between July 1965 to December 1967, and a special test squadron from December 1967 until April 1971. Supported tests of weapons, aircraft armament and munitions and tactical procedures for the Tactical Air Warfare Center. Wing also provided F-4 replacement training between 15 December 1966 and 28 February 1967. Provided combat ready tactical components with personnel and equipment transferred to PACAF units. Squadrons involved were 40th TFS in May 1967, November 1968 and May 1969; 4th TFS in July 1967, and 16th TFS in October 1967 and April 1969. All apart from the 40th TFS were re-manned and re-equipped upon transfer of their aircraft and personnel. The wing also transferred two of its own squadrons to South East Asia, with the 25th TFS relocating in May 1968 followed by the 4th TFS in April 1969. The 58th TFS was deployed to SEA for combat operations between April and October 1972 and again from June to September 1973. The wing supported the 4485th Test Squadron at Eglin AFB in weapons systems evaluation from January to December 1973, and periodically thereafter until July 1978. 33rd TFW aircrews ferried F-4Es to Israel during October 1972. Wing augmented air defense duties of the North American Air Defense Command (NORAD) from 1 January 1976 to 15 January 1979, and from 4 January to 5 April 1982. 60th FS conducted mission qualification of the F-15 with the 18th TFW at Kadena AB, Okinawa between 15 July 1979 and 30 April 1980 while awaiting delivery of the F-15. Flew combat air patrols during operations in Grenada in October and November 1983, and in Panama in December 1989 and January 1990. Deployed to the Middle East for Operation 'Desert Storm', flying air defense of Saudi Arabia and gaining 16 aerial victories. The wing has continued to deploy to Saudi Arabia to enforce the air exclusion zone over southern Iraq.

34th Training Wing



Unit Designations

Established as the 34th Bombardment Group, Heavy on 20 November 1940 and activated on 15 January 1941. Redesignated 34th Bombardment Group, Heavy, circa 15

February 1944. Inactivated on 28th August 1945. Consolidated on 31 January 1984 with the 34th Tactical Group, which had been established and activated on 19 June 1963. Organized on 8 July 1963. Discontinued and inactivated on 8 July 1965. Redesignated 34th Training Wing on 30 September 1994 and activated on 31 October 1994. Currently with the Air Force Academy.

Home Stations

Langley Field, VA	15 Jan 41
Westover Field, MA	29 May 41
Pendleton Field, OR	27 Jan 42
Davis-Monthan AFB, AZ	c 13 May 42
Geiger Field, WA	4 July 42
Ephrata, WA	1 Dec 42
Blythe AAB, CA	15 Dec 42-Apr 44
RAF Mendlesham, UK	c 26 Apr 44 - c 25 July 45
Sioux Falls AAFld, SD	? Aug 45 - 28 Aug 45
BienHoaAB, RVN	8 July 63-8 Jul 65
US Air Force Academy, CO	31 Oct 94 - current

Aircraft Operated

PT-47	1941	LB-30	1941
B-18	1941	B-17	1941-42
B-17G	1944-45	B-24H/J	1942-44
O-1	1963-65	U-10	1963-65
B-26	1963-64	RB-26	1963-64
T-28	1963-64	C-47	1963-65
A-1	1964-65	B-57B	1964-65
TG-3A	'94-current	TG-4A	1994-current
TG-7A	'94-current	TG-9A	1994-current
TG-11A	'94-current	UV-18A/B	1994-current

Unit History

Formed to carry out patrols of the eastern seaboard of the United States after the Japanese attack on Pearl Harbor. Served as a replacement training unit from mid 1942 until the end of 1943. Relocated to RAF Mendlesham, England in April 1944 and flew combat missions with the B-24 and later the B-17. Returned to the USA in August 1945 and inactivated. Reformed at Bien Hoa AB, South Vietnam in July 1963 primarily to train Republic of Vietnam Air Force personnel in counter-insurgency operations. Also conducted training in strike, forward air control and observation missions. Flew a variety of combat missions including unconventional warfare. Wing pioneered implementation of tactical weapons in this form of warfare, including the minigun, the daisycutter, the gunship, and various roles for the A-1 Skyraider. Wing received the B-57 in 1964, with combat operations beginning on 19 February 1965, although these were assigned to the 34th Tactical Group, which was not consolidated with the parent wing until 1984. On this date B-57Bs attacked Viet Cong positions near Bien Hoa, 30 miles east of Saigon, becoming the first occasion that USAF jet aircraft had delivered live air-to-ground ordnance against the enemy in the Vietnam War. Aircrew from the 1st Air Commando Squadron performed the first combat tests with the FC-47 gunship in December 1964. A change in the rules of engagement in March 1965 brought a dramatic increase in combat sorties flown by the group. The huge expansion of missions outgrew the capabilities of the group, resulting in the unit being inactivated in July 1965 when replaced by the 6251st TFW. Reactivated as the 34th Training Wing on 31 October 1994 for assignment at the United States Air Force Academy at Colorado Springs. The wing is responsible for all the training activities at the Academy, as well as the gliders located at the site and the UV-18 Twin Otters at Peterson Field.

35th Fighter Wing



Unit Designations

Established as the 35th Fighter Wing, 10 August 1948 and activated on 18 August 1948. Redesignated 35th Fighter-Interceptor Wing on 20 January 1950. Inactivated on 1 Oct-

ober 1957. Redesignated 35th Tactical Fighter Wing and activated on 14 March 1966. Organized on 8 April 1966. Inactivated on 31 July 1971, and reactivated on 1 October 1971. Redesignated 35th Tactical Training Wing on 1 July 1984, 35th Tactical Fighter Wing on 5 October 1989, and 35th Fighter Wing on 1 October 1991. Inactivated on 15 December 1992. Redesignated 35th Wing on 9 April 1993 and activated on 31 May 1993. Inactivated on 1 October 1994. Redesignated 35th Fighter Wing and activated on 1 October 1994. Currently with Pacific Air Forces.

Home Stations

Johnson AB, Japan	18 Aug 48
Yokota AB, Japan	1 Apr 50
Johnson AB, Japan	14 Aug 50
Yonpo, North Korea	1 Dec 50
Pusan AB, South Korea	c 7 Dec 50
Johnson AB, Japan	25 May 51
Yokota AB, Japan	1 Oct 54 -1 Oct 57
Da Nang AB, RVN	8 Apr 66
Phan Rang AB, RVN	10 Oct 66-31 Jul 71
George AFB, CA	1 Oct 71 -15 Dec 92
NAS Keflavik, Iceland	31 May 93 -1 Oct 94
Misawa AB, Japan	1 Oct 94 - current

Aircraft Operated

F-51	1948-53	F-61	1949-50
F-80	'49-50/51-4	F-82	1949-50
RF-80	1950-54	F-94	1951-54
F-86	1951/52-57	RC-45	1952-54
RF-51	1952-53	RT-7	1952-53
F-4C	1966/71-9	F-100D/F	1966-71
B-57B/C/E	1966-69	F-102A	1966
Canberra Mk.20	'67-71	F-100C/F	1968-69
A-37B	1970-71	F-4D	1971-76
UH-1F/P	1971-86	F-4E	1972-92
F-105F/G	1973-80	F-4G	'78-81,'89-92
F-15C/D	1993-94	HH-60G	1993-94
F-16C/D	1994-current		

Unit History

Activated for the air defense role in August 1948 at Johnson AB, Japan. In July 1950, the wing's tactical group and two squadrons deployed to Korea for combat operations, while the wing with one assigned and one attached squadron continued with air defense of Japan. The wing moved without personnel or equipment to Yonpo, North Korea and assumed the resources of the 6150th Tactical Support Wing. Flew F-51s in combat. Returned to Japan on 25 May 1951 and resumed the air defense mission. The wing was non-operational from 1 July 1957 until inactivated on 1 October 1957. Reorganized in April 1966 at Da Nang AB, South Vietnam flying two F-4C squadrons, two rotational B-57 squadrons, and



F-16CG 90-0802 'WW' of the 35th FW based at Misawa AB, Japan, participating at an aerospace event at Langkawi, Malaysia, during December 1999. Alan Macey / Mil-Slides

F-102 flights from the 64th Fighter Interceptor Squadron for combat duty. On 1 October 1966, the 35th and 366th wings exchanged bases, with the 35th taking over the F-100 squadrons of the 366th at Phan Rang AB, South Vietnam, which in turn assumed control of the mixed complement at Da Nang. The two B-57 units subsequently moved to Phan Rang AB to rejoin the 35th. The 35th also had an Australian Canberra Mk.20 squadron assigned from 1967 until 1971 for day and night tactical bombing. An F-100 detachment was attached from Japan, which eventually moved to Phan Rang. An A-37B squadron was also assigned in September 1970. Phased down operations and inactivated in July 1971, with remaining resources passed to 315th TAW. 35th TFW reactivated at George AFB, California, in October 1971 replacing the 479th TFW. Performed F-4 aircrew and maintenance replacement training. Gained F-105 Wild Weasel units beginning in July 1973. Flew Wild Weasel F-4Cs and later F-4Gs, and carried out training for crews performing this role. Wild Weasel training transferred to the 37th TFW at George AFB in March 1981. Redesignated a tactical training wing, but retained an air defense responsibility. Provided operations and maintenance support for the close air support role for US Army training exercises at the National Training Center at Fort Irwin, California from 1981 until 1990. In addition the unit advised Air National Guard Units on F-4 operations from 1981 until 1991. The wing was structured for both the training and operational combat role. Regained the Wild Weasel training mission in September 1989. One squadron deployed to Bahrain for combat duties during Operation 'Desert Storm'. Rotated personnel and aircraft to Saudi Arabia for ongoing duties in the Middle East from June 1991. Flying gradually ceased prior to the wing inactivating in December 1992. Reformed as the 35th Wing at NAS Keflavik, Iceland, in May 1993, but replaced by the 85th Group in October 1994. Wing reformed at Misawa AB, Japan, on 1 October 1994, replacing the 432nd FW.

36th Air Base Wing



Unit Designations

Established as the 36th Fighter Wing on 17 June 1948 and activated on 2 July 1948. Redesignated 36th Fighter-Bomber Wing on 20 January 1950; 36th Fighter-Day Wing on 9 August 1954, 36th Tactical Fighter Wing on 8 July 1958, and 36th Fighter Wing on 1 October 1991. Inactivated on 1 October 1994. Redesignated 36th Air Base Wing and activated on 1 October 1994. Currently with Pacific Air Forces.

Home Stations

Howard AFB, CZ	2 Jul 48 - 25 Jul 48
Fürstenfeldbruck AB, Germany	13 Aug 1948
Bitburg AB, Germany	13 Dec 52 - 1 Oct 94
Andersen AFB, Guam	1 Oct 94 - current

Aircraft Operated

F-80B	1948-50	B-17G	1948
B/RB-26	1948-49	F-84E	1950-53
F-84G	1953	F-86F	1953-56
Matador	1955-56	F-100C/F	1956-61
F-100D/F	1957, '63-64	F-105D/F	1961-66
T-39A	1963-68	Mace	1965-69
F-4D	1966-73	TF/F-102A	1968-69
EB-66C/E	1969-71	F-4E	1970-77
F-15A/B	1977-81	F-15C/D	1981-94

Unit History

Wing headquarters activated at Howard AFB in the Canal Zone but was unmanned pending relocation to Europe. Moved to Fürstenfeldbruck AB, Germany on 13 August 1948 with the F-80, becoming the first US jet fighter unit stationed in Europe. The wing subsequently introduced other new jet aircraft to USAFE, including the F-84 in 1950, F-86 in 1953, F-100 in 1956, the F-105 in 1961, and the F-15 in 1977. Wing moved to Bitburg AB, Germany, in December 1952. Operations included air defense, as well as photographic reconnaissance during 1948 and 1949, tactical missile operations with the Matador during 1955 and 1956, and the Mace from 1965 to 1969, tactical electronic warfare operations

with the EB-66 from 1969 until 1971. Wing formed the Skyblazers aerial demonstration team in May 1949 with regular displays until August 1952, and again from October 1956 until January 1962. In addition to controlling Bitburg AB, the wing had jurisdiction of Oberpfaffenhofen from December 1949 to February 1950, and Spangdahlem AB from September 1969 until December 1971. Wing had logistical responsibility for the ground launched cruise missile facility at Florennes AB, Belgium, in 1989. Deployed F-15s to the Middle East for Operation 'Desert Storm', with crews being credited with 17 Iraqi aerial victories. Wing transferred one squadron of F-15s to the 52nd FW, with the remainder returning to the USA before inactivating on 1 October 1994. Redesignated 36th Air Base Wing and reactivated same day for administrative control of Andersen AFB, Guam but without any flying units assigned.

37th Training Wing



Unit Designations

Established as the 37th Fighter-Bomber Wing on 3 March 1953 and activated on 8 April 1953. Inactivated on 25 June 1953. Redesignated 37th Tactical Fighter Wing and activated on 26 October 1966. Organized on 1 March 1967. Inactivated on 31 March 1970. Activated on 30 March 1981 and redesignated 37th Fighter Wing on 1 October 1991. Inactivated on 8 July 1992. Redesignated 37th Training Wing and activated on 1 July 1993. Currently with Air Education and Training Command.

Home Stations

Clovis AFB, NM	8 Apr 53 - 25 Jun 53
Phu Cat AB, RVN	1 Mar 67 - 31 Mar 70
George AFB, CA	30 Mar 81
Tonopah Test Range, NV	5 Oct 89 - 8 July 92
Lackland AFB, TX	1 Jul 93 - current

Aircraft Operated

F-100D/F	1967-69	F-100C	1967
F-4D	1969-70	F-4E/G	1981-89
F-117A	1989-92	T-38A	1989-92

Unit History

Formed at Clovis AFB, New Mexico in April 1953 but not tactically operational and inactivated. Reformed at Phu Cat AB, South Vietnam in March 1967. Flew combat missions from April 1967 until March 1970. From June 1967 until May 1969 flew F-100Fs for visual and weather reconnaissance, and for forward air control operations. Inactivated in March 1970. Reactivated at George AFB, California in March 1981 gaining a portion of the F-4 assets of the co-located 35th TFW. Equipped with the F-4G Wild Weasel aircraft and conducted training for this role. Served as advisor to many F-4 Air National Guard units from 30 March 1981 until 30 March 1984. Transferred its F-4s to the 35th TFW, and moved to Tonopah Test Range, Nevada on 5 October 1989 without personnel or equipment, absorbing the manpower and the F-117A/T-38A aircraft of the 4450th Tactical Group. Integrated stealth technology with more conventional methods of combat operations. F-117 first used in combat during the invasion of Panama on 20 December 1989. F-117s deployed to the Middle East in August 1990 for Operations 'Desert Shield' and 'Desert Storm'. Flew numerous bombing missions against heavily defended targets without loss, vindicating stealth technology. Continued to perform alert in the Middle East as a component of Central Air Forces' post 'Desert Storm' task force. Aircraft departed for the USA beginning in May 1992 with the wing inactivating on 8 July 1992. Reformed as the 37th Training Wing at Lackland AFB, Texas on 1 July 1993, replacing the Lackland Training Center. Unit administers the facility which conducts basic training for all ranks joining the Air Force apart from officers.

39th Wing



Unit Designations

Established as the 39th Bombardment Group, Heavy, 20 November 1940 and activated 15 January 1941. Redesignated 39th Bombardment Group, Very Heavy on 28 March 1944.

Inactivated on 1 April 1944, and reactivated same day. Inactivated on 27 December 1945. Redesignated 39th Tactical Group and activated on 14 March 1966. Organized on 1 April 1966. Consolidated on 31 January 1984 with the 39th Bombardment Wing, Heavy, which was established and activated on 15 November 1962. Organized on 1 February 1963. Discontinued and inactivated on 25 June 1965. Redesignated 39th Wing and activated on 1 October 1993. Currently with the United States Air Force in Europe.

Home Stations

Fort Douglas, UT	15 Jan 41
Geiger Field, WA	2 Jul 41
Davis-Monthan Field, AZ	5 Feb 42 - 1 Apr 44
Smoky Hill AAFld, KS	1 Apr 44 - 8 Jan 45
North Field, Guam	18 Feb 45 - 17 Nov 45
Camp Anza, CA	15 Dec 45 - 27 Dec 45
Eglin AFB, FL	1 Feb 63 - 25 Jun 65
Incirlik AB, Turkey	1 Apr 66 - current

Aircraft Operated

B-17	1941-42	B-25	1941
B-24	1942-44	B-29#	1944-45
B-52G	1963-65		

Unit History

Formed as the 39th Bombardment Group for patrols of the northwest coast of the USA. Served as an operational training and later replacement training unit with the B-24. Moved to Guam with the B-29 as part of the Twentieth Air Force. Conducted bombing missions of Japan and Okinawa from April 1945. Returned to the USA and inactivated in December 1945. Reformed as the 39th Bombardment Wing at Eglin AFB, Florida, in February 1963 with the B-52. Inactivated in June 1965. Reformed as the 39th Tactical Group at Incirlik AB, Turkey, in April 1966 replacing the 7216th Combat Support Group. Controlled permanent support units as well as deploying fighter squadrons at Incirlik for weapons training. Accommodated Operation 'Proven Force' composed mainly of USAFE units assigned to the 7440th Provisional Wing for combat missions over Iraq during early 1991. Subsequently upgraded to wing status in October 1993 as the major unit at Incirlik AB. Has supported rotational units from USAFE and other commands to implement the no-fly zone over northern Iraq.

42nd Air Base Wing



Unit Designations

Established as the 42nd Bombardment Group, Medium on 20 November 1940 and activated on 15 January 1941. Redesignated 42nd Bombardment Group, Medium on 6

September 1944. Inactivated on 10 May 1946. Consolidated on 31 January 1984 with the 42nd Bombardment Wing, Heavy, which was established on 19 February 1953 and activated on 25 February 1953. Redesignated 42nd Wing on 1 September 1991, and 42nd Bomb Wing on 1 June 1992. Inactivated on 30 September 1994. Redesignated 42nd Air Base Wing and activated on 1 October 1994. Currently with Air Education and Training Command.

Home Stations

Fort Douglas, UT	15 Jan 41
Gowen Field, ID	c 3 Jun 41
McChord Field, WA	c 18 Jan 42 - 15 Mar 43
Fiji Islands	22 Apr 43 (air echelon)
Carney Field, Guadalcanal	11 May 43 (grnd ech) - 6 Jun 1943 (air echelon)
Russell Islands	c 21 Oct 43
Stirling Island	20 Jan 44
Hollandia, Dutch New Guinea	24 Aug 44 (air ech)
Cape Sansapor, Dutch New Guinea	24 Aug 44 (ground ech) - c 15 Sep 44 (air echelon)

Morotai, Philippines	23 Feb 45 (air echelon)
Puerto Princessa, Palawan Island	Mar 45
Itami Airfield, Japan	31 Jan - 10 May 46
Limestone AFB, ME *	25 Feb 53 - 30 Sep 94
Maxwell AFB, AL	1 Oct 94 - current

Aircraft Operated

B-18	1941-42	B-26	1941-43
A-29	1942-43	B-25	1942-45
A-26	1946	B-36D	1953-56
B-36H	1953-56	B-36J	1954-56
KC-97G	1955-57	B-52C	1956-57
B-52D	1957-59	KC-135A	1957-89
B-52G	1959-93	KC-135R	1989-92
T-37B	1993		

Unit History

Organized for patrols of the northwest Pacific coast with B-26s, and later B-25s, and rotated combat crews for the Alaskan Defense Command. Flew combat missions across the Pacific Ocean attacking Japanese facilities. Returned to the USA and inactivated. Reformed as the 42nd Bombardment Wing at Limestone AFB, Maine, in February 1953. Operations started in April 1953, with readiness capability beginning in August. Flew the B-36 with several overseas deployments to Europe. Added an air refueling capability in 1955, and converted from the B-36 to the B-52 the following year. Bombers relocated to Ramey AFB, Puerto Rico, and tankers to Goose AB, Labrador, while the runways were repaired at Loring AFB between July and October 1959. Deployed aircrew and aircraft to South East Asia from the mid 1960's until mid 1975 for combat operations. B-52Gs from the wing were deployed to various bases in the Middle and Far East for combat missions during Operation 'Desert Storm'. Phased out tanker operations in 1992 and retired the B-52 in 1993 prior to Loring AFB closing. Inactivated on 30 September 1994. Redesignated 42nd Air Base Wing and activated on 1 October 1994 to administer Maxwell AFB, Alabama, but with no aircraft assigned.

43rd Airlift Wing



Unit Designations

Established as the 43rd Bombardment Wing, Very Heavy, on 3 November 1947 and organized on 17 November 1947. Discontinued on 1 August 1948. Redesignated 43rd Bom-

bardment Wing, Medium, and activated on 1 August 1948. Inactivated on 31 January 1970. Redesignated 43rd Strategic Wing on 4 February 1970 and activated on 1 April 1970. Redesignated 43rd Bombardment Wing on 4 November 1986. Inactivated on 30 September 1990. Redesignated the 43rd Air Refueling Wing and activated on 1 June 1992. Redesignated the 43rd Air Refueling Group on 1 July 1994. Inactivated on 30 September 1996. Redesignated the 43rd Airlift Wing and activated on 1 April 1997. Currently with Air Mobility Command.

Home Stations

Davis-Monthan Fld,* AZ	17 Nov 47 - 15 Mar 60
Carswell AFB, TX	15 Mar 60
Little Rock AFB, AR	1 Sep 64 - 31 Jan 70
Andersen AFB, Guam	1 Apr 70
Malmstrom AFB, MT	1 Jun 92
Pope AFB, NC	1 Apr 97 - current

Aircraft Operated

B-29#	1947-50	B-50A	1948-54
KB-29M	1949-53	KC-97G	1953-60
B-47E	1954-60	YRB-58A	1960
TB/B-58A	1960-70	TF-102A	1960-62
KC-135A	'64-70, 70-96	B-52D	1970-83
C-97K	1970-72	C-118A	1973-74
B-52G	1983-90	C-12F	1993-95
C-130E	1997-current		

Unit History

Formed for strategic bombardment with the B-29 in 1947 and added the KB-29 for aerial refueling two years later. The B-50 joined the unit in 1948. Wing conducted long range evaluation and set new flight records. In 1948 two B-29s flew around the world completing the journey in 15 days. The following year B-50A 46-010 named *Lucky Lady II* made the first non-stop circumnavigation of the world in 94 hours and 40 seconds, a flight made possible by the pre-positioning of aerial tankers at various locations. The unit converted to the B-47 in 1954 and established another endurance record by keeping a Stratotjet airborne for 47 hours and 35 minutes. Wing converted to the B-58 in 1960 and performed operational evaluation of the new supersonic bomber. The wing operated a combat crew training school for the Hustler using the TF-102A as a lead-in trainer. Evaluation completed in July 1962, with the unit serving as one of two SAC B-58 bombardment wings. Had an air refueling component with the KC-135A from August 1964 until the wing inactivated in January 1970. While operational with the B-58, the wing established a series of well publicised flight records. On 12 January 1961 a crew flew 59-2442 on a 2,000 kilometer course at an average speed of 1,061.68 miles per hour, and a 1,000 kilometer course averaging 1,200.194 mph. Two days later 59-2441 averaged 1,284.73 on a 1,000 kilometer course. These flights were awarded the Thompson Trophy. On 10 May 1961 B-58A 59-2451 flew a closed course of 669.4 miles at 1,302.048 mph with the crew receiv-

ing the Bleriot Trophy. Later in the month the same B-58 flew from New York City to Paris in 3 hours, 14 minutes, 44.53 seconds establishing a new trans-Atlantic speed record. For this the crew received the Mackay and Harmon Trophies. In a coast-to-coast record attempt on 5 March 1962, B-58A 59-2458 flew from Los Angeles to New York City at an average speed of 1,214.65 mph, and the return leg in 4 hours, 41 minutes and 14.91 seconds, averaging 1,081.8 mph. The Bendix Trophy was awarded in 1962 and the Mackay Trophy again in 1963. Following inactivation in January 1970, the unit was reactivated in April 1970 at Andersen AFB for B-52 operations replacing the 3960th Strategic Wing. On 1 July 1970 the wing assumed a combat role using attached aircraft and crews for 'Arc Light' missions in South East Asia. The wing also participated in 'Linebacker II' at the end of 1972. By 1974 the wing was back to normal peacetime operations with its own B-52s and with tankers deployed from the USA. The 43rd inactivated in September 1990, and reformed at Malmstrom AFB, Montana, in June 1992 as an Air Refueling Wing. There was a change to Group status before inactivating in October 1996. Reformed as the 43rd Airlift Wing at Pope AFB in April 1997 when the C-130s were reassigned to AMC from ACC. 43rd AW has been identified as an Aerospace Expeditionary Force Lead Wing (Mobility) for operations such as humanitarian relief.

45th Space Wing



Unit Designations

Established as the Air Force Division, Joint Long Range Proving Ground and organized 1 October 1949. Redesignated Long Range Proving Ground Division on 16 May 1950, Air Force Missile Test Center on 30 June 1951, and

Air Force Eastern Test Range on 15 May 1964. Inactivated 1 February 1977. Redesignated Eastern Space and Missile Center and activated on 1 October 1979. Redesignated 45th Space Wing on 12 November 1991. Currently with Air Force Space Command.

Home Stations

Patrick AFB, FL	1 Oct 49 -1 Feb 77
	1 Oct 79 - current

Aircraft Operated

None (but see below)

Unit History

Organized to operate the proving ground facilities for the national guided missile program. Conducted flight testing of Air Force, Army and Navy research and development programs. Operated the Eastern Test Range in support of Department of Defense (DoD) and NASA missile programs from 1951 to 1977 and from 1979 to date. Operated down range facilities in Antigua, Ascension Islands, Grand Bahama, Grand Turk Island, and at Cape Canaveral during the same period. From October 1979 the wing was responsible for the launch of DoD rockets into orbit. In addition the wing collected flight data for evaluation of ballistic missile systems. Provides support for DoD, NASA and commercial manned and unmanned space programs and provides host responsibilities for Patrick AFB. No aircraft have been assigned to the wing, although the Eastern Test Range at Patrick AFB operated the eight ARIA EC-135Ns along with other NKC-135As from the latter part of the 1960s until they were reassigned to the 4950th Test Wing at Wright-Patterson AFB, Ohio, in July 1975.

The C-130E continues to serve Air Mobility Command for routine, inter-theater duties, despite many being more than 30 years old. C-130E 64-0540 of the 43rd AW from Pope AFB, North Carolina has an attractive tail stripe containing the base name. Pete Rolt



46th Test Wing



Unit Designations

Established as the 46th Bombardment Group (Light) on 20 November 1940 and activated on 15 January 1941. Disestablished on 1 May 1944. Re-established and consolidated on 31 January 1984 with the 46th Aerospace Defense Wing, which was established on 10 February 1975 and activated on 15 March 1975. Inactivated on 1 April 1983. Redesignated 46th Test Wing on 24 September 1992 and activated on 1 October 1992. Currently with Air Force Materiel Command.

Home Stations

Savannah, GA	15 Jan 41
Bowman Fid, KY	20 May 41
Barksdale Fid, LA	2 Feb 42
Galveston Mun Apt, TX	1 Apr 42
Blythe AAB, CA	23 May 42
Will Rogers AAFid, OK	10 Nov 42
Drew Fid, FL	9 Oct 43
Morris Fid, NC	6 Nov 43 - 1 May 44
Peterson Field (Later AFB), CO	15 Mar 75 - 1 Apr 83
Eglin AFB, FL	1 Oct 92 - current

Aircraft Operated

A-20	1941-44	B-25	1944
C-118A	1975	C-131D	1975
T-33A	1975-79	T-37B	1975-79
T-39A	1975	U-4B	1975-79
A-10A	1992-current	RF-4C	1992-93
F-15A-E	1992-current	F-16A-D	1992-current
F-111E/F	1992-94	UH-1N	1992-current
NC-130A	1992-current	C-21A	1993

Unit History

Activated in January 1941 with the A-20. Flew anti-submarine patrols over the Gulf of Mexico in 1942 and served as an operational training unit in 1943. Became a replacement training unit until May 1944. Activated as the 46th Aerospace Defense Wing in

March 1975 to replace the 4600th Air Base Wing at Peterson Field, Colorado. Wing was the flying component of the North American Air Defense Command (NORAD), HQ Aerospace Defense Command and the Cheyenne Mountain Complex. The primary mission was for administrative and logistical support of NORAD and ADC, but in addition conducting flying training for cadets at the USAF Academy until 1 October 1979. Became part of SAC in October 1979 and inactivated on 1 April 1983. Redesignated 46th Test Wing in October 1992 to replace the 3246th Test Wing at Eglin AFB, Florida as the primary evaluation unit for the test and development of conventional weapons and electronic combat systems. Manages the largest test range in the western world. The wing operates the only C-130A still in operational USAF service; NC-130A 55-0022 undertakes evaluation work and is stationed at Duke Field, Florida for convenience of operations.

47th Flying Training Wing



Unit Designations

Established as the 47th Bombardment Wing, Light on 28 July 1947 and organized on 15 August 1947. Inactivated on 2 October 1949. Activated on 12 March 1951. Redesignated 47th Bombardment Wing, Tactical on 1 October 1955. Discontinued and inactivated on 22 June 1962. Redesignated 47th Flying Training Wing on 22 March 1972 and activated on 1 September 1972. Currently with Air Education and Training Command.

Home Stations

Biggs Field (later AFB), TX	15 Aug 47
Barksdale AFB, LA	19 Nov 48 - 2 Oct 49
Langley AFB, VA	12 Mar 51 - 21 May 52
Sculthorpe RAF Station, UK	(later RAF Sculthorpe) 1 Jun 52 - 22 Jun 62
Laughlin AFB, TX	1 Sep 72 - current

Aircraft Operated

A(B)-26	1947-49	B-45A	1949, '51-8
B-26	1951-52	B-45C	1954-58
RB-45C	1954-56	KB-29P	1955-59
KB-50J	1958-62	B-66B	1958-62
T-41A	1972-73	T-37B	1972-current
T-38A	1972-current		

Unit History

Formed for night tactical operations with the A-26. Converted to the B-45 in 1949 for the light bombardment role including the delivery of nuclear weapons. Provided combat crew training with the B-26 and operated the USAF Air Crew School in the light bombardment, tactical reconnaissance and night photographic functions from May 1951 until February 1952. Moved to Sculthorpe, England, in June 1952 for tactical bombardment duties with the B-45 and from 1958 with the B-66. Utilized a small number of B-45Cs, which were demodified RB-45Cs, from 1954 until 1958. Performed air refueling with the KB-29P from October 1955 until the type was withdrawn in February 1959. However despite the aircraft being stationed at Sculthorpe with the 420th ARS, the unit was neither attached to, or assigned to the 47th BW until 15 March 1960, by which time the KB-29Ps had been replaced by the KB-50J. The first KB-50s arrived in March 1958 and served with the wing until inactivated in June 1962. (The aircraft continued in residence until March 1964 operating on a stand alone basis with assistance from the 7375th Support Group at Sculthorpe). Reformated as the 47th Flying Training Wing in September 1972 to replace the 3646th Pilot Training Wing at Laughlin AFB, Texas. Conducts undergraduate pilot training and provided aircraft for the Accelerated Co-Pilot Enrichment (ACE) program at several locations from 1976 until 1986.

The 48th FW at RAF Lakenheath operates one squadron of F-15C/D Eagles and two with the F-15E Strike Eagle. A veteran of conflicts in the Middle East and the Balkans, F-15E 91-0310 has three small black mission symbols to signify Iraqi bombing missions, and a row of bombs for operations over Yugoslavia. Bob Archer



48th Fighter Wing



Unit Designations

Established as the 48th Fighter-Bomber Wing on 25 June 1952 and activated 10 July 1952. Redesignated 48th Tactical Fighter Wing on 8 July 1958 and 48th Fighter Wing on 1

October 1991. Currently with the USAF in Europe.

Home Stations

Chaumont AB, France 10 Jun 52
RAF Lakenheath, UK 15 Jan 60- current

Aircraft Operated

F-84G	1952-54	F-86F	1953-56
F-100D/F	1956-72	T-39A	1963-72
F-4D	1972-77	F-111F	1977-92
F-15E	1992-current	F-15C/D	1993-current

Unit History

Formed as a tactical fighter wing in Europe in 1952. Operated the Skyblazers aerobatic team with the F-86 from June to November 1953 and from July 1954 to October 1956. Converted to the F-100 in 1956 and moved to RAF Lakenheath, England in January 1960. Changed to the F-4 in 1972, with few aircraft assigned until deliveries recommenced in July 1974. Converted to the F-111F in 1977. Flew aircraft in Operation 'El Dorado Canyon' to attack terrorist targets and their support bases in Libya during April 1986. Deployed the majority of their assets to Saudi Arabia for Operations 'Desert Shield'/'Desert Storm' and flew all manner of tactical bombing sorties. Has performed regular deployments to Incirlik AB, Turkey to enforce the no-fly zone over northern Iraq. Converted to the F-15C and F-15E beginning in 1992. Continued to support the northern Iraqi air exclusion zone and has conducted dozens of attack missions against air defense sites. Deployed to Italy for Operation 'Allied Force' during 1999, flying dozens of bombing missions against Serb targets and providing air defense for the bombers. The wing was credited with four aerial kills, consisting of with one each awarded to F-15Cs 86-0156 and 86-0169 on 24 March, and two kills to 86-0169 on 26 March. F-15C 84-0014 was incorrectly awarded a kill for 24 March, and still carries the Serbian flag. 48th FW has been designated as the USAF Aerospace Expeditionary Force Lead Wing (Combat) which will hold a three month alert status to deploy worldwide for operations.

49th Fighter Wing



Unit Designations

Established as the 49th Fighter Wing on 10 August 1948 and activated on 18 August 1948. Redesignated 49th Fighter-Bomber Wing on 1 February 1950, 49th Tactical

Fighter Wing on 8 July 1958, and 49th Fighter Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

Misawa AB, Japan	18 Aug 48
Taegu AB, South Korea	1 Dec 50
Tsuki AB, Japan	26 Jan 51
Taegu AB, South Korea	24 Feb 51
Kunsan AB, South Korea	1 Apr 53
Misawa AB, Japan	7 Nov 53 - 10 Dec 57
Etain/Rouvres (later Etain) AB, France	10 Dec 57 (operated temporarily from Chalons-Vatry AB, France, between 1 Sep 58 - 30 Nov 58)
Spangdahlem AB, Germany	25 Aug 59 - 30 Jun 68
Holloman AFB, NM	1 Jul 68 - current

Aircraft Operated

P(F)-51	1948-50	F-61	1948-49
F-80	1948-51	F-82	1950
RF-80	1950-51	F/RF-51	1950-51
RB-26	1950-51	F-84	1951-3, 1957
F-86	1951	F-86F	1954-57
F-100D/F	1957-62	F-105D/F	1961-67
T-39A	1963-68	F-4D	1967-78
T-38A	1974-76	F-15A/B	1977-92
F-4E	1992-98	AT-38B	1992-current
F-117A	1992-current	HH-60G	1993-99

Unit History

Activated in Japan for tactical fighter and air defense duties. Wing remained in Japan while components were deployed for combat operations in Korea. Tactical mission reduced but included F-80 pilot training during latter half of 1950. No tactical units assigned from September to December 1950 except for a detachment of F-80 for pilot training. Moved to Taegu AB, South Korea, and resumed operational control of its tactical components in December 1950. Moved to Kunsan AB, South Korea, and assumed the assets of the 474th FBW. Flew combat operations until 27 July 1953. Moved without personnel or aircraft to Misawa AB, Japan in November 1953 and absorbed the resources of the 6016th ABW. Served in the administrative support role without a tactical capability until July 1954 when an air defense mission was added. Wing moved to France in December 1957 replacing the 388th FBW. Moved to Spangdahlem AB, Germany, in August 1959 having converted to the F-100 in 1957. Switched to the F-105 in 1961 and the F-4 in 1967. The wing relocated to Holloman AFB, New Mexico, in July 1968 as the first 'dual base' unit. Under the concept the wing would be stationed in the USA but with the commitment to return to Europe if needed. To maintain proficiency the wing made annual deployments under Operation 'Reforger' (Return Forces to Germany). Wings assets deployed to Takhli RTAFB, Thailand, for combat operations in May 1972 flying combat sorties. Returned to Holloman AFB and resumed its NATO commitment. Provided the USAF fighter lead-in training program with T-38s from February 1974 to December 1976. Converted to the F-15 beginning in October 1977 and ceased the dual base arrangement. Began basic fighter training for aircrews with the AT-38 from March 1992, and training German Air Force pilots in the F-4 from July 1992. Converted from the F-15 to the F-117A in May 1992. Unit sent aircraft to Italy and Germany for Operation 'Allied Force' during 1999 and flew bombing missions against Serb targets. Currently hosts the Taktische

Ausbildungskommando' which formed in 1996 with both Tornados and F-4Fs of the German Air Force for aircrew conversion and tactics training.

50th Space Wing



Unit Designations

Established as the 50th Fighter Wing on 16 May 1949 and activated in the Reserve on 1 June 1949. Redesignated 50th Fighter-Interceptor Wing on 1 March 1950. Ordered to

active service on 1 June 1951. Inactivated on 2 June 1951. Redesignated 50th Fighter-Bomber Wing on 15 November 1952 and activated on 1 January 1953. Redesignated 50th Tactical Fighter Wing on 8 July 1958. Inactivated on 30 September 1991. Redesignated 50th Space Wing on 1 January 1992 and activated on 30 January 1992. Currently with Air Force Space Command.

Home Stations

Otis AFB, MA	1 Jun 49 - 2 Jun 51
Clovis AFB, NM	1 Jan 53 - 23 Jul 53
Hahn AB, Germany	10 Aug 53
Toul-Rosieres AB, France	17 Jul 56
Hahn AB, Germany	10 Dec 59 - 30 Sep 91
Falcon AFB, CO	30 Jan 92 - current

Aircraft Operated

T-6	1949-51	T-33A	1949-51
F-51	1949-50	F-84	1949-50
F-86	1950-51	F-86F	1953-55
F-51 D	1953	F-86H	1955-58
Matador	1955-56	ET-33A	1955-56
F-100D/F	1957-67	F-104	1962
T-39A	1963-69	F-4D	1966-76
TF/F-102A	1968-70	F-4E	1976-82
F-16A/B	1981-87	F-16C/D	1986-91
Various Satellites	1992-current		

Unit History

Formed as a reserve component of the 33rd Fighter Wing in 1949. Redesignated a fighter-bomber wing in January 1953, converted to the F-86 and moved to Hahn AB, Germany, in August. Added an air defense mission in November 1958. Operated the Matador missile during 1955-56. Flew the F-100 from 1957 until 1966 when the wing converted to the F-4. Operated the F-104 during the 1962 Berlin crisis with aircraft drawn from the USA. Relocated one squadron of F-4s to the USA in 1969 with responsibility under the 'Reforger' dual base system (see 49th FW for details.) Had F-106s in residence briefly during 1975, being the only occasion in which the Delta Dart deployed to Europe for operations. In August 1977 switched to the strike attack role with air defense as a secondary duty. Transitioned to the F-16 in 1981. Supported preparations for Ground Launched Cruise Missiles to be based at Wuescheim, Germany between 1982 and 1985, and the 38th Tactical Missile Wing from 1 April 1985 until August 1990. Deployed to the Middle East for Operation 'Desert Storm' flying combat operations. Wing inactivated in September

1991. Redesignated as the 50th Space Wing and reformed in January 1992 at Falcon AFB, Colorado, replacing the 2nd Space Wing. Operates satellites for various defense programs including the Navstar Global Positioning System, the Defense Satellite Communications System, and the Ultra High Frequency Follow-on Satellite System.

51st Fighter Wing



Unit Designations

Established as the 51st Fighter Wing, 10 August 1948 and activated on 18 August 1948. Redesignated 51st Fighter-Interceptor Wing on 1 February 1950. Inactivated on 31

May 1971. Redesignated 51st Air Base Wing on 20 October 1971 and activated on 1 November 1971. Redesignated 51st Composite Wing, Tactical on 30 September 1974, 51st Tactical Fighter Wing on 1 July 1982, 51st Wing on 7 February 1992 and 51st Fighter Wing on 1 October 1993. Currently with Pacific Air Forces.

Home Stations

Naha Afd (later AB), Okinawa 18 Aug 48
 Itazuke AB, Japan 22 Sep 50
 Kimpo AB, South Korea 10 Oct 50
 Itazuke AB, Japan 10 Dec 50
 Tsuiki AB, Japan 15 Jan 51
 Suwon AB, South Korea 1 Oct 51 - 26 Jul 54
 Naha AB, Okinawa 1 Aug 54 - 31 May 71
 Osan AB, South Korea 1 Nov 71 - current

Aircraft Operated

F-61	1948-50	F-80	1948-51
F-82	1949-50	F-86E	1951-54
F-86F	1954-60	F-94	1954-55
TF/F-102A	'59-64, '66-71	F-4C	1964-66
F-106A	1968	C-47	1971
C-123K	1971-73	CH-3C	1971-74
VT-29	1971-74	T-33A	1971-76
F-4E	1974-89	OV-10A	1974-82
A-10A	1982-current	F-16C/D	1988-current
OA-10A	1990-current	C-12F/J	1992-current

Unit History

Formed for duties in Okinawa replacing the 301st Fighter Wing and flying air defense of the Ryukyu Islands. Relocated to Japan and began combat operations over Korea in September 1950. Moved to Korea in October 1950 before returning to Japan in December. Relocated to various Korean bases, finally residing at Suwon AB in October 1951. Wing credited with 312 aerial victories, including the first USAF all-jet aerial battle on 8 November 1950. Returned to Okinawa in August 1954. Deployed aircraft throughout the Far East from 1954 until 1971. Operated the F-102 in 1959 until 1964 and again from 1966 until 1971. Following the seizure of the USS *Pueblo* by North Korea in January 1968, deployed a squadron of F-102s to Suwon AB. Deployed aircraft to Suwon AB from June 1968 until 1970. Inactivated in May 1971. Reformed at Osan AB, South Korea in Novem-

ber 1971. Operated as a support wing for Osan AB and the Koon-Ni range complex. Operated Taegu AB, South Korea, from April 1975. Designated as a composite wing with the addition of the F-4E and OV-10A in 1974. The 51st ceased control of Taegu AB in October 1978, but resumed control when the wing gained a second F-4E squadron stationed there in January 1982. Wing received an A-10 squadron in 1982 at Suwon AB. F-4Es performed fast forward air control missions beginning in 1984. During 1988 and 1989 the F-4E and A-10A were replaced by the F-16, changing mission from air superiority and close air support to offensive counter-air and all-weather air interdiction. Restored air control duties with the assignment of the OA-10A in 1990. Became the first operational USAF unit to employ LANTIRN laser targeting system in September 1991. C-12 transports assigned in August 1992.

52nd Fighter Wing



Unit Designations

Established as the 52nd Fighter Wing, All Weather on 10 May 1948 and activated on 9 June 1948. Redesignated 52nd Fighter-All Weather Wing on 20 January 1950, and 52nd

Fighter-Interceptor Wing on 1 May 1951. Inactivated on 6 February 1952. Redesignated 52nd Fighter Wing (Air Defense) and activated on 11 April 1963. Organized on 1 July 1963. Inactivated on 30 September 1968. Redesignated 52nd Tactical Fighter Wing on 12 November 1971 and activated on 31 December 1971. Redesignated 52nd Fighter Wing on 1 October 1991. Currently with the United States Air Forces in Europe.

Home Stations

Mitchel Field (later AFB), NY 9 Jun 48
 McGuire AFB, NJ 4 Oct 49 - 6 Feb 52
 Suffolk County AFB, NY 1 Jul 63 - 30 Sep 68
 Spangdahlem AB, Germany 31 Dec 71-current

Aircraft Operated

P(F)-61	1947-48	F-82	1948-52
F-94	1950-52	F-47	1951-52
F-101B/F	1963-68	EB-66C/E	1971-72
F-4D	1971-82	F-4C	1973-79
EB-57E	1974,1975	F-105G	1976, 1977
F-4E	1978-88	F-4G	1979-94
F-16C/D	1987-current	OA/A-10A	1992-current
F-15C/D	1994-99		

Unit History

Formed for the air defense of the northeast United States between June 1948 and February 1952 and again from July 1963 until September 1968. Reformed at Spangdahlem AB, Germany as the host wing, acquiring the assets in situ which had previously been assigned to the 36th TFW. Added the Wild Weasel role in January 1973 with the F-4C and upgraded to the F-4G later. The EB-57Es were deployed from the 17th OSES and were not assigned directly to the 52nd TFW. Suppression of

enemy air defenses became the wing's sole mission from October 1985 with the hunter/killer F-4E/F-4G team. Exchanged F-4E for F-16 in 1987. Deployed to the Middle East for combat operations during Operation 'Desert Storm'. Received OA/A-10 in 1992 for the close air support and forward air control mission. Added a squadron of F-15C/Ds transferred from the 36th FW in 1994; these were relocated when the squadron inactivated in 1999. The F-16 and A-10 squadrons were engaged in combat operations against Serbian targets during 'Allied Force' in 1999.

53rd Wing



Unit Designations

Established as the USAF Tactical Air Warfare Center on 1 November 1963 and redesignated as the USAF Air Warfare Center on 1 October 1991. Consolidated with the 53rd

Fighter Group (Air Defense), which was formed as the 53rd Pursuit Group on 15 January 1941. Inactivated on 1 May 1944. Redesignated the 53rd Fighter Group (Air Defense) and activated on 20 June 1955. Inactivated on 1 April 1960. Redesignated as the 53rd Wing and activated on 1 October 1995. Currently with Air Combat Command.

Home Stations

53rd Pursuit Group/Fighter Group MacDill AFB, FL 15 Jan 41
 Various sites in Panama Dec 41 - Nov 42
 Dale Mabry Field, FL date unknown
 Page Field, FL date unknown
 Sioux City MAP, Iowa 20 Jun 55 - 1 Apr 60
 USAF TAWC, AWC and 53rd Wing Eglin AFB, FL 1 Nov 63 - current

Aircraft Operated

P-35	1941-	P-40	1941-
P-39	1942-	F-86	1955-63
E-9A	'95-current	F-15C/D/E	1995-current
F-16C/D	'95-current	F-117A	1995-current
Boeing 707	1997	HH-60G	1997-current

Unit History

The Tactical Air Warfare Center was created in 1963 to provide the Army with effective close air support and tactical airlift. In 1965 the Center began developing effective surface to air missile countermeasures. Center personnel flew combat in Vietnam while evaluating the F-5. The Center added the tactical airlift and tactical reconnaissance centers in 1971 and the air-to-air weapons evaluation program in 1972. The airlift element was transferred to MAC in 1974. The command, control and communications mission, which began in 1966 was expanded in March 1977 through the 'Blue Flag' exercises. Subsequently development of electronic warfare was added. Evaluation of specialist assets, including the E-3AWACS, EF-111, and the LANTIRN system were all conducted by the Center. The 79th Test and Evaluation Group was formed on 1 December 1991 to manage the Centers extensive flying and logistics

activities. The 475th Weapons Evaluation Group at Tyndall AFB, Florida was transferred from the USAF Air Defense Center to the Tactical Air Warfare Center on 23 January 1991. Following the demise of SAC, various Test Squadrons and Test and Evaluation Squadrons were reassigned to the Center. On 1 October 1995 the Air Warfare Center was redesignated the 53rd Wing under command of the USAF Weapons and Tactics Center (WTC) at Nellis AFB, Nevada. The WTC was itself redesignated as the Air Warfare Center on the same day. The roles of the two units were combined to improve the test and development process. The 53rd Weapons and Evaluation Group is a subordinate unit located at Tyndall AFB to provide range control, full scale aerial targets, weapons evaluation of squadrons deploying to Tyndall AFB, as well as test and evaluation of fighter radars, electronic combat equipment and aerial targets. The Group operates the two E-9s and all QF-4 aircraft stationed at Tyndall AFB, and has a detachment at Holloman AFB, New Mexico with additional full scale aerial targets. While most activities are operated at Eglin AFB, the wing has a squadron permanently in residence at Nellis AFB, Nevada.

55th Wing



Unit Designations

Established as the 55th Strategic Reconnaissance Wing on 29 June 1948 and activated on 19 July 1948. Inactivated on 14 October 1949. Redesignated 55th Strategic Reconnaissance Wing, Medium, on 27 October 1950 and activated on 1 November 1950. Redesignated 55th Strategic Reconnaissance Wing on 16 August 1966, and 55th Wing on 1 September 1991. Currently with Air Combat Command.

One of the most camera-shy aircraft in the inventory, RC-135S 61-2662, known as 'Cobra Ball', still performs intelligence gathering of missile tests. While the sensor package has evolved with different cameras, the aircraft has retained the black wing, originally intended to reduce glare. Bob Archer

Home Stations

Topeka (later Forbes) AFB, KS 19 Jul 48 - 14 Oct 49
 Ramey AFB, PR 1 Nov 50
 Forbes AFB, KS 5 Oct 52
 Offutt AFB, NE 16 Aug 66 - current

Aircraft Operated

RB/B-17G	1948-49	ERB-29#	1948-51
RB-29A	19948-51	RC-54	1948
KB-29M	1950-54	RB-50E/F/G	1950-54
RB-47E	1954-62	RB-47H	1955-67
RB-47K	1955-64	RB-47B	1956-57
ERB-47H	1957-67	EB-47E(TT)	1958-67
Atlas	1964-65	EC-135C	1966-98
KC-135A	1966-83	KC-135R*	1967-75
RC-135C	1967-75	KC-135T	1969-71
EC-135L	1971-72	RC-135A	1971-79
RC-135T	1971	RC-135U	1971-current
RC-135V	73-current	E-4A/B	1975-current
RC-135M	1976-84	C-135A/B	1977-93
RC-135W	'80-current	KC-135E	1982-1998
NKC-135A	1983-93	TC-135W	1988-current
RC-135S	'92-current	RC-135X	1992-93
TC-135S	'92-current	T-38A	1992-95
OC-135B	'93-current	TC-135B	1993-95
WC-135B	1993-95	C-21A	1993-97
T-38A	1993-95	T-37B	1995
WC-135W	'95-current	WC-135C	1999-current

(* the reference to the KC-135R is the first instance that the suffix was used, and indicates reconnaissance configured versions of the tanker. The 55th was the only unit to operate the four aircraft involved, utilising them between 1967 and 1975. The wing has never flown the new KC-135R tanker version fitted with F108 turbofan engines. Ironically one aircraft, 58-0126, later returned to KC-135A status, and was redesignated as a KC-135R again in January 1989, following the installation of the new powerplants.)

Unit History

Created to perform mapping and photographic reconnaissance, adding strategic reconnaissance soon afterwards. Mapping and charting functions reassigned in May 1954, with the wing concentrating on its strategic role. Deployed worldwide for intelligence gathering duties with the RB-29, RB-50 and various EB/RB-47 types. Wing maintained numbered 'Operating Locations' at RAF Brize Norton,

UK, and Incirlik AB, Turkey and in the Far East to support these activities. Responsible for an Atlas missile complex between August 1964 and March 1965. Added the airborne command post and post-attack command and control operation in August 1966 with the EC-135. The RB-47s were replaced with the more capable RC-135s, beginning in 1967. Operated the SAC logistic support mission from September 1971. The National Emergency Airborne Command Post was transferred to the wing in 1975. Began Airborne Launch Control operations in 1978 for the Minuteman and, later, Peacekeeper ICBMs using the EC-135C. Provided intelligence for operations in Grenada (1983), Libya (1986), Iraq (1990-1991), and more recently Bosnia and Kosovo. The wing ended continuous Airborne Command Post duties during 1990 after almost 25 years, changing to a ground alert posture. Withdrew the EC-135C finally in 1998, with the mission transferred to an E-6 equipped Navy unit. Wing assumed the role of Open Skies monitoring with the OC-135B beginning in 1993 with numerous short deployments to former eastern bloc countries. The remaining WC-135Bs were transferred from AMC to the 55th Wing in 1993, with all except one being retired or finding another career outside that of weather reconnaissance.

56th Fighter Wing



Unit Designations

Established as the 56th Fighter Wing on 28 July 1947 and organized on 15 August 1947. Redesignated 56th Fighter-Interceptor Wing on 20 January 1950. Inactivated on 6 February 1952. Redesignated 56th Fighter Wing (Air Defense) and activated on 28 December 1960. Organized 1 February 1961. Inactivated 1 January 1964. Redesignated 56th Air Commando Wing and activated 16 March 1967. Organized on 8 April 1967. Redesignated 56th Special Operations Wing on 1 August 1968, 56th Tactical Fighter Wing on 30 June 1975, 56th Tactical Training Wing on 1 October 1981, and 56th Fighter Wing on 1 October 1991. Currently with Air Education and Training Command.



Home Stations

Selfridge Field (later AFB), MI	15 Aug 47 - 6 Feb 52
K I Sawyer AFB, MI	1 Feb 61 - 1 Jan 64
Nakhon Phanom RTAFB, Thailand	8 Apr 67 - 30 Jun 75
MacDillAFB, FL	30 Jun 75
Luke AFB, AZ	1 Apr 94 - current

Aircraft Operated

P-80 (F-80)	1947-50	F-86A	1950-52
F-47	1951-52	F-94	1951-52
F-101B/F	1961-63	A-1E/G/H/J	1967-72
B-26K	1967-69	CH-3	1967-72
C-123B	1967-71	AT-28D	1967-73
RT-28	1967-72	U-6	1967
U-10	1967-69	UC-123K	1968-71
C-47	1969-72	CH-53	1970-75
QU-22B	1970-72	AC-119K	1971-72
EC-47	1972-74	H-34	1972
OV-10A	1972-75	O-1	1973
F-4E	1975-78	UH-1P	1976-87
F-4D	1977-82	F-16A/B	1980-90, 92-5
F-16C/D	1989-current		1995-current
F-15E	1994-95		

Unit History

Established as a fighter unit for SAC escort duties. Wing pioneered the first west to east jet fighter crossing of the Atlantic using the northern route in July 1948. Conducted air defense of the north eastern USA from December 1948 to July 1952, and the Michigan area between 1961 and 1963. Relocated to Nakhon Phanom RTAFB, Thailand, in April 1967 for specialist combat operations. Missions included psychological warfare, forward air control, search and rescue, escort, and clandestine insertion and extraction. In addition the unit trained Thai and Laotian forces personnel in unconventional warfare. Flew combat sorties until mid-January 1973 in Vietnam, Laos, until February 1973 and Cambodia until August 1973. Assisted in the evacuation of Phnom Penh and Saigon in April 1975. Provided helicopters for the rescue of the crew of the SS *Mayaguez* from Cambodia in May 1975. Returned to the USA on 30 June 1975 and assumed the resources of the 1st TFW at

MacDill AFB, Florida. Operated MacDill AFB and the nearby Avon Park range. Conducted replacement training for crews transitioning to the F-4D and F-4E between July 1975 and July 1982. Operated the UH-1P for range duties between 1976 and 1987. Converted to the F-16A/B beginning in 1980, and became the designated unit for USAF and overseas pilots transitioning to the new fighter. Wing relocated to Luke AFB, Arizona, in April 1994 as the primary F-16 replacement training unit, replacing the 58th Fighter Wing. The F-15E was also operated from April 1994 until the training commitment was transferred to the 4th Wing at Seymour Johnson AFB, North Carolina, early in 1995.

57th Wing



Unit Designations

Established as the 57th Fighter Wing on 15 March 1948 and organized on 20 April 1948. Redesignated 57th Fighter-Interceptor Wing on 20 January 1950. Inactivated on 1 January

1951. Redesignated 57th Fighter Weapons Wing on 22 August 1969 and activated on 15 October 1969. Redesignated 57th Tactical Training Wing on 1 April 1977, 57th Fighter Weapons Wing on 1 March 1980, 57th Fighter Wing on 1 October 1991, and 57th Wing 15 June 1993. Currently with Air Combat Command.

Home Stations

ElmendorfAFB, AK	20 Apr 48 - 1 Jan 51
Nellis AFB, NV	15 Oct 69-current

Aircraft Operated

F-51	1948	F-80	1948-50
C-47	1948	C-54	1948-50
C-82A	1948-50	F-100D/F	1968-69
A-7D	1969-75	F-4C	1969-75
F-4D	1969-72	F-4E	1969-85
F-105F/G	1969-75	F-111A	1969-77
T-39B	1969-72	F-111E	1970-91

F-111D	1972-92	F-111F	1972-92
T-38A	1972-90	F-5E/F	1975-89
F-15A/B	1976-87	A-10A	1977-current
F-16A/B	'80-current	UH-1N	1981-85
F-15C/D	'83-current	F-16C/D	1987-current
F-15E	'90-current	F-117A	1991-current
F-4G	1992-97	HH-60G	1993-current
RQ-1A	1996-current		

Unit History

Established to replace the 57th Fighter Wing (Provisional) operating Elmendorf AFB, Alaska in April 1948. Operated several satellite bases and provided air defense of Alaska, along with troop carrier and airlift tasks. Reformatted at Nellis AFB, Nevada replacing the 4525th Fighter Weapons Wing in October 1969. Trained tactical fighter crews, conducted operational test and evaluation, demonstrated tactical fighter weapons systems, and developed fighter tactics. Operated Nellis AFB for all tenants from February 1970 until October 1979. Managed the USAF Air Demonstration Squadron, the Thunderbirds, from February 1974 to date. Assumed control of the 'Red Flag' exercises in October 1979 to develop realistic combat training operations for visiting personnel from the US military and overseas air arms. The major portion of the 57th's training function was formally named the USAF Fighter Weapons School in December 1981 (later USAF Weapons School). Operated a dedicated aggressor mission from 1972 initially with the T-38 and later the F-5 and F-16. Wing had a combat mission with the F-4G from August 1992 until withdrawn in 1997. Added a Rescue element in February 1993. Responsible for two squadrons operating RQ-1A Predator unmanned aerial vehicles at Indian Springs AFAF, and is the only Air Force unit to perform this role operationally.

The 57th Wing has F-16s dedicated to weapons evaluation, and training students attending the Weapons School. The latter celebrated the 50th anniversary during 1999, with F-16C 91-0362 receiving appropriate markings. Brian Rogers





58th Special Operations Wing



Unit Designations

Established as the 58th Fighter-Bomber Wing on 25 June 1952, activated on 10 July 1952. Inactivated on 1 July 1958. Redesignated 58th Tactical Fighter Training Wing on 22 Aug-

ust 1969 and activated on 15 October 1969. Redesignated 58th Tactical Training Wing on 1 April 1977, 58th Fighter Wing on 1 October 1991, and 58th Special Operations Wing on 1 April 1994. Currently with Air Education and Training Command.

Home Stations

Itazuke AB, Japan	10 July 52
Taegu AB, South Korea	Aug 52
Osan-Ni (later Osan) AB, S Korea	15 Mar 55-1 Jul 58
Luke AFB, AZ	15 Oct 69
Kirtland AFB, NM	1 Apr 94 - current

Aircraft Operated

F-84	1952-54	F-86F	1954-58
F-100D/F	1969-71	TF/F-104G	1969-83
F-5A/B	1969-86	A-7D	1969-71
UH-1F/P	1969-79	F-4C	1971-82
F-5E	1973-89	TF/F-15A/B	1974-81
F-16A/B	1982-94	F-16C/D	1984-94
F-5F	1985-89	F-15E	1991-94
MC-130H	'94-current	HC-130P	1994-current
UH-1N	'94-current	MH-53J	1994-current
HH-60G	1994-current		

Unit History

Formed in Japan to replace the 136th Fighter-Bomber Wing in July 1952. Headquarters at Itazuke AB, Japan and with assets in Korea. Moved to Taegu AB, South Korea, in August 1952. Flew combat operations in Korea. Flew air defense in Korea and from March 1953 until November 1954 operationally tested the concept of a reinforced wing organization by absorbing support and administrative functions of the 49th Fighter-Bomber Wing, while exercising direct control of the tactical components of the attached wing. Inactivated in July 1958. Reformed at

Luke AFB, Arizona, in October 1969, replacing the 4510th Combat Crew Training Wing training F-4 crews. Held courses for US, German and other overseas air arm personnel operating the F-4. Managed TAC's Central Instructor School from 1971 to 1981. Operated F-5s at Williams AFB, Arizona, from 1969 and F-15s at Luke AFB from 1974. These two types transferred to the co-located 405th Tactical Training Wing in 1981. Provided facilities for dozens of German Air Force owned F-104s from 1969 until withdrawn in 1983. Began receiving the F-16 in 1981, and added training for F-15E crews in 1991. Relocated to Kirtland AFB in April 1994 becoming the 58th Special Operations Wing, replacing the 1550th Combat Crew Training Wing, training special operations personnel.

60th Air Mobility Wing



Unit Designations

Established as the 60th Troop Carrier Wing, Medium and activated on 1 July 1948. Redesignated 60th Troop Carrier Wing, Heavy 5 November 1948, and 60th Troop Carrier

Wing, Medium on 16 November 1949. Inactivated on 25 September 1958. Redesignated 60th Military Airlift Wing and activated on 27 December 1965. Organized on 8 January 1966. Redesignated 60th Airlift Wing 1 November 1991, and 60th Air Mobility Wing on 1 October 1994. Currently with Air Mobility Command.

Home Stations

Kaufbeuren AB, Germany	1 Jul 48
Fassberg RAF Station, Germany	20 Jan 49
Wiesbaden AB, Germany	1 Oct 49
Rhein-Main AB, Germany	2 Jun 51
Dreux AB, France	15 Oct 55-25 Sep 58
Travis AFB, CA	8 Jan 66 - current

Aircraft Operated

C-45	1948	C-74A	1948
B-17G	1949-51	B-26	1949-51
C-47	1949-55	C-54	1949-52

C-5B 86-0021 of the 60th AMW from Travis AFB, California, with the main undercarriage retracting sideways into the fuselage as the aircraft climbs out. Bob Archer

C-82A	1949-53	L-5	1949-51
C-119	1951/53-58	L-20	1955
C-123B	1956-58	VC/C-54	1966-69
C-124C	1966-67	C-130E	1966
C-133B	1966-71	C-141A	1966-80
VT/T-29	1966-73	U-3A	1966-68
C-47	1968-69	C-131	1969-75
T-39A	1969-75	C-5A	1970-current
C-141B	1980-98	C-5B	1986-current
KC-10A	1994-current		

Unit History

Activated in July 1948, with its tactical units detached for operations in the Berlin airlift. Wing operated under control of the provisional airlift task force from 29 July 1948 but was not directly involved until it moved to Fassberg AB, Germany, in January 1949. From 20 January to 26 September 1949 the wing flew airlift missions with C-54s. Moved to Wiesbaden AB, Germany, replacing the 7150th Air Force Composite Wing without a tactical mission. Moved to Rhein-Main AB, Germany, in June 1951 replacing the 61st Troop Carrier Wing. Moved to France in 1955 for airlift duties until inactivated in 1958. Reformed as the 60th MAW at Travis AFB, California, in January 1966 replacing the 1501st Air Transport Wing. Operated the C-124, C-130, C-133 and C-141 flying numerous trans-Pacific sorties to South East Asia. Replaced the C-130 in 1966 and the C-124 in 1967 with additional C-141s, and the C-133B in 1971 with the C-5. In November 1966 a 60th MAW C-141A became the first jet aircraft to land on the Antarctic continent. Received the stretched C-141B between 1980 and 1982, and began receiving the C-5B in 1986. Wing flew numerous missions to the Middle East during Operations 'Desert Shield' and 'Desert Storm'. Became one of the two prime aerial ports into the USA (along with the 305th AMW at McGuire AFB) in October 1994 flying the C-5, KC-10A and C-141B (since retired.) 60th AMW has been identified as an Aerospace Expeditionary Force Lead Wing (Mobility) for operations such as humanitarian relief.

62nd Airlift Wing



Unit Designations

Established as the 62nd Troop Carrier Wing on 28 July 1947 and organized 15 August 1947. Redesignated 62nd Troop Carrier Wing, Medium, 22 August 1948, and 62nd Troop

Carrier Wing, Heavy on 12 October 1949. Inactivated on 1 June 1950. Activated on 17 September 1951. Redesignated 62nd Air Transport Wing, Heavy, on 1 January 1965, 62nd Military Airlift Wing on 8 January 1966, and 62nd Airlift Wing on 1 December 1991. Currently with Air Mobility Command.

Home Stations

McChord Field (later AFB), WA 15 Aug 47 - 1 Jun 50
 McChord AFB, WA 17 Sep 51
 Larson AFB, WA 21 Apr 52
 McChord AFB, WA 13 Jun 60 - current

Aircraft Operated

C-82A	1947-50	C-54	1949-50/52
C-124A/C	1951-69	C-141A	1966-80
C-130E	1975-89	C-141B	1980-current
C-17A	1999-current		

Unit History

Formed for troop carrier operations initially with the C-82. Not operational during May 1950. Equipped with the C-54 and C-124 and moved from McChord AFB, Washington, to Larson AFB, Washington, in April 1952. Airlifted French troops from Indo-China in April and May 1954. Airlifted the majority of materials required to construct the Distant Early Warning (DEW) line across northern Alaska and Canada

during 1955 and 1956. Continued to resupply the DEW outposts subsequently. Supported scientific stations in the Arctic region by air landing and air dropping supplies onto drifting ice in 1957 and 1958 and regularly from 1962. Assumed responsibility for the delivery of nuclear weapons and associated equipment from 1963 until 1971. Assumed airlift of Minuteman missiles from depots to operating sites from April 1971. Maintained a detachment of C-130s in the Panama Canal Zone from October 1975 until October 1977. Wing C-141s flew numerous missions to the Middle East during Operations 'Desert Shield' and 'Desert Storm'. After 33 years of C-141 operations the wing began to receive the C-17 in July 1999.

65th Air Base Wing



Unit Designations

Established as the 65th Troop Carrier Wing, Medium on 26 May 1952 and activated in the Reserve on 14 June 1952. Inactivated on 1 April 1953.

Redesignated 65th Strategic Reconnaissance Wing, Medium on 1 April 1953. Consolidated on 1 January 1992 with the 1605th Military Airlift Support Wing, which was established and activated on 1 January 1982. Redesignated 65th Support Wing on 27 January 1992, and 65th Air Base Wing on 1 October 1993. Currently with Air Combat Command.

Home Stations

Mitchel AFB, NY	14 Jun 52 - 1 Apr 53
Lajes Field, Azores	1 Jan 82 - current

Aircraft Operated

C-46	1952-53
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Unit History

Established for reserve training with troop carrier aircraft, although never fully manned or equipped. Reformed at Lajes Field, Azores, to provide support for transient aircraft. The wing commander also serves as Commander, United Forces Azores. Supported numerous transit aircraft flying to the Middle East for Operation 'Desert Shield'. Base is a major staging facility for squadrons deploying to Turkey and the Middle East for operations over Iraq. No aircraft are assigned.

66th Air Base Wing



Unit Designations

Established as the 66th Tactical Reconnaissance Wing on 15 November 1952 and activated on 1 January 1953. Inactivated on 1 April 1970. Redesignated 66th Electronic

Combat Wing and activated on 1 June 1985. Inactivated on 31 March 1992. Redesignated 66th Air Base Wing on 16 September 1994 and activated on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Shaw AFB, SC	1 Jan 53 - 25 Jun 53
Sembach AB, Germany	7 July 53
Laon AB, France	10 July 58
RAF Upper Heyford, UK	1 Sep 66 - 1 Apr 70
Sembach AB, Germany	1 Jun 85 - 31 Mar 92
Hanscom AFB, MA	1 Oct 94 - current



Aircraft Operated

RF-51	1953	RB-26	1953-55
RF-80	1953-56	RB-57A	1954-58
B-57B	1955	B-57C	1955-58
RF-84F	1955-59	RB-66B	1957-58
RB-45C	1957	RF-101C	1958-70
T-39A	1963-67	RF-4C	1969-70
EF-111A	1985-91	EC-130H	1987-91

Unit History

Formed to replace the 118th Tactical Reconnaissance Wing which had been mobilized during the Korean War. Flew day and night tactical reconnaissance operations for TAG. Relocated to Sembach AB, Germany, for reconnaissance operations in Europe with a mixed complement. Moved to Laon AB in France during 1958 and was one of the units forced to relocate when the French withdrew from NATO and ejected all foreign air arms from their territory. Relocated to RAF Upper Heyford, England along with its RF-101Cs. Re-equipped with the RF-4C in 1969, but inactivated the following year. Redesignated as the 66th Electronic Combat Wing in June 1985 but with no aircraft assigned until the following year. The wing controlled the 42nd ECS with the EF-111A which was stationed at RAF Upper Heyford, England, for convenience of operations and maintenance. The Compass Call EC-130Hs began arriving at Sembach AB in May 1987 enabling the wing to operate effectively in the communications acquisition and jamming role. Deployed to Incirlik AB, Turkey, for combat operations in Iraq during 1990-1991. Inactivated in March 1992. Reformed as the 66th Air Base Wing as the primary unit operating Hanscom AFB, Massachusetts, and its Electronics Systems Center. Has no aircraft assigned.

67th Intelligence Wing



Unit Designations

Established as the 67th Reconnaissance Wing on 6 November 1947 and organized on 25 November 1947. Redesignated 67th Tactical Reconnaissance Wing on 22 August 1948.

Inactivated 28 March 1949. Activated on 25 February 1951. Inactivated on 8 December 1960. Activated on 2 August 1965 and organized on 1 January 1966. Redesignated 67th Reconnaissance Wing 1 October 1991. Inactivated 30 September 1993. Redesignated 67th Intelligence Wing and activated on 1 October 1993. Currently with the Air Intelligence Agency.

66th TRW RF-84F based at Laon AB, France during an exercise at Wheelus AB, Libya, in 1958. The RF-84F served USAF until delivery of the RF-101C Voodoo. R Anderson via George Pennick

Opposite page: The 62nd AW at McChord AFB, Washington, became the second active duty AMC wing to convert to the Globemaster III when they commenced transition from the C-141B in July 1999. 98-0053 is seen at RAF Mildenhall in February 2000 during the unit's first visit to the UK with a C-17A. Bob Archer



Home Stations

March Field (later AFB) CA	25 Nov 47 - 28 Mar 49
Komaki AB, Japan	25 Feb 51
Taegu AB, South Korea	21 Mar 51
Kimpo AB, South Korea	20 Aug 51
Itami AB, Japan	6 Dec 54
Yokota AB, Japan	1 July 57 - 8 Dec 60
Mountain Home AFB, ID	1 Jan 66
Bergstrom AFB, TX	15 July 71 - 30 Sep 93
Kelly AFB, TX	1 Oct 93 - current

Aircraft Operated

RB/B-26	'47-49/51-57	F-6	1947
FA-26	1947-49	FP(RF)-80	1947-49
C-47	'51-52/57-8	WB-26	1951-57
RF-51	1951-53	RF-80	1951-55
RF-86	1951-56	T-6	1951
F-80	1952-53	F-86	1953
F-84	1955-58	RB-66	1956-60
SC-47	1957-60	C-54	1957-58
C-119	1957-58	KB-50	1957-58
KB-50J	1958-60	RB-50E/G	1957-60
RB-57A	1957-60	T-33A	1957-59
WB-66D	1958-60	RF-101A/C	1958-60
RF-4C	1966-92	F-4D	1968-70

Unit History

Formed for reconnaissance duties, although only partially operational and attached to the 1st Fighter Wing until inactivated in 1949. Reactivated for operations in Korea, absorbing the assets of the 543rd Tactical Support Group. Flew photographic and weather reconnaissance missions. Relocated to Japan, and from 1 July 1957 was the sole reconnaissance unit in the Far East. Added an air refueling and airlift role in 1957. Inactivated in December 1960. Reformed at Mountain Home AFB, Idaho with the RF-4C and performed the replacement training mission from May 1966. Added tactical fighter operations with the F-4D in June 1968. The F-4Ds were relocated in November 1970. Moved to Bergstrom AFB, Texas in July 1971, acquiring the assets of the 75th TRW. Acted as advisor to ANG reconnaissance units until 1992. Flew reconnaissance missions on behalf of the US Customs Service from 1983 until

1992. Deployed aircraft and personnel to Bahrain for Operation 'Desert Storm' in 1991 flying all manner of reconnaissance missions. These included searching for Scud missiles, tracking the Iraqi Republican Guards and monitoring oil slicks in the Persian Gulf. Inactivated in September 1993, but reformed one month later as the 67th Intelligence Wing at Kelly AFB, Texas as the primary unit of the Air Intelligence Agency, but with no aircraft assigned.

71st Flying Training Wing



Unit Designations

Established as the 71st Tactical Reconnaissance Wing on 10 August 1948 and activated on 18 August 1948. Inactivated on 25 October 1948. Redesignated 71st Strategic Reconnaissance Wing, Fighter, on 4 November 1954 and activated on 24 January 1955. Inactivated on 1 July 1957. Redesignated 71st Surveillance Wing (Ballistic Missile Early Warning System) and activated on 6 December 1961. Organized on 1 January 1962. Redesignated 71st Missile Warning Wing on 1 January 1967. Inactivated on 30 April 1971. Redesignated 71st Flying Training Wing on 14 April 1972 and activated on 1 November 1972. Currently with Air Education and Training Command.

Redesignated 71st Strategic Reconnaissance Wing, Fighter, on 4 November 1954 and activated on 24 January 1955. Inactivated on 1 July 1957. Redesignated 71st Surveillance Wing (Ballistic Missile Early Warning System) and activated on 6 December 1961. Organized on 1 January 1962. Redesignated 71st Missile Warning Wing on 1 January 1967. Inactivated on 30 April 1971. Redesignated 71st Flying Training Wing on 14 April 1972 and activated on 1 November 1972. Currently with Air Education and Training Command.

Home Stations

Kadena AB, Okinawa	18 Aug 48 - 25 Oct 48
Larson AFB, WA	24 Jan 55 - 1 July 57
Ent AFB, CO	1 Jan 62
McGuire AFB, NJ	21 July 69 - 30 Apr 71
Vance AFB, OK	1 Nov 72 - current.

Aircraft Operated

RB-17G	1948	RB-29A	1948
RF-84F	1955-57	RF-84K	1955-56
T-41A	1972-73	T-37B	1972-current
T-38A	1972-current	T-1A	1995-current



T-37B 60-0113 of the 71st FTW at Vance, Oklahoma. Brian Rogers

Unit History

Established for reconnaissance with its tactical group detached, but one squadron attached during August 1948. Wing not operational and inactivated after just a few weeks. Reactivated in January 1955 for strategic reconnaissance and to test launch the parasite RF-84K from the GRB-36. The latter were assigned to the 99th BW at Fairchild AFB, Washington. Tests ended in 1956 with the wing concentrating on its primary mission of reconnaissance until inactivated in 1957. Reformed in 1962 at Ent AFB, Colorado, to operate the ballistic missile early warning system (BMEWS) sites in Alaska, Greenland and England. Wing also operated the sea launched ballistic missile detection and warning system, and monitored the 'over the horizon' radar system from 1969 to 1971. Inactivated in April 1971, but reformed as the 71st Flying Training Wing in November 1972 replacing the 3575th Pilot Training Wing. Operated Vance AFB, Oklahoma. Conducted undergraduate pilot training for USAF, Air National Guard and allied air arms. Provided aircraft for the Accelerated Copilot Enrichment (ACE) program at numerous sites from 1978 until 1991.

72nd Air Base Wing



Unit Designations

Established as the 72nd Observation Group on 21 August 1941. Activated on 26 September 1941. Redesignated 72nd Reconnaissance Group, Special, on 25 June 1943. Disestablished on 1 November 1943. Re-established as 72nd Reconnaissance Group on 13 May 1947. Activated in the Reserve on 12 June 1947. Inactivated on 27 June 1949. Consolidated on 31 January 1984 with

the 72nd Strategic Reconnaissance Wing, Heavy, which was established on 4 June 1952 and activated on 16 June 1952. Redesignated 72nd Bombardment Wing, Heavy, on 1 October 1955. Inactivated on 30 June 1971. Redesignated 72nd Air Base Wing on 16 September 1994 and activated on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Shreveport, LA	(*later AFB)
Little Rock, AR	26 Sep 41
Marshall Field, KS	2 Oct 41
Howard Field, CZ	11 Dec 41 - 27 Dec 41
Hamilton Field, CA*	18 Jan 42-1 Nov 43
Ramey AFB, PR	12 Jul 47-27 Jun 49
Tinker AFB, OK	16 Jun 52-30 Jun 71
	1 Oct 94 - current

Aircraft Operated

O-47	1941-43	O-49	1941-43
L-4	1942-43	B-18	1942-43
P-39	1943	RB-36E	1952-57
RB-36D	1953-56	RB-36F	1956-58
RB-36H	1957-58	KC-135A	1958-71
B-52G	1959-71		

Unit History

Activated for observations operations in Louisiana in September 1941. Moved to the Panama Canal Zone and flew anti-submarine missions until disbanded in November 1943. Activated as a reserve unit between July 1947 and June 1949. Activated on paper in June 1952 but not operational until it absorbed some resources of the 55th Strategic Reconnaissance Wing in October 1952. Flew the RB-36 until 1958 when the unit added an air refueling mission, and began to receive the B-52 in 1959. Inactivated in 1971. Redesignated as an Air Base Wing and reformed in October 1994 as the administrative unit responsible for the Oklahoma City Air Logistics Center. Has no aircraft assigned.

75th Air Base Wing



Unit Designations

Established as the 75th Observation Group on 5 February 1942 and activated on 2 March 1942. Redesignated 75th Reconnaissance Group on 2 April 1943, and 75th Tactical Reconnaissance Group on 11 August 1943. Disestablished on 1 May 1944. Re-established on 17 May 1966. Consolidated on 31 January 1984 with the 75th Tactical Reconnaissance Wing, which was established and activated on 17 May 1966. Organized on 1 July 1966. Inactivated on 15 July 1971. Redesignated 75th Air Base Wing on 16 September 1994 and activated on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Ellington Field, TX	2 Mar 42
Birmingham, AL	9 Mar 42
William Northern AAFld, TN	12 Nov 42
Key Field, MS	17 Aug 43 - 1 May 44
Bergstrom AFB, TX	1 Jul 66 - 15 Jul 71
Hill AFB, UT	1 Oct 94 - current

Aircraft Operated

A-20	1942-43	B-25	1942-43
DB-7	1942-43	L-1	1942-43
L-4	1942-43	O-38	1942-43

0-46	1942-43	0-47	1942-43
0-49	1942-43	0-52	1942-43
P-39	1943-44	P-40	1943-44
P-51	1943-44	RF-4C	1966-71

Unit History

Formed to aid ground units with their training by flying reconnaissance, artillery adjustment, strafing and dive bombing missions. Functioned primarily as a replacement training unit during 1943 and 1944. Reformed for tactical reconnaissance operations with the RF-4C from July 1966 until July 1971, and replacement training between February 1967 and August 1970. Inactivated in July 1971 with assets transferring to the 67th TRW. Reformed as the 75th Air Base Wing responsible for the Ogden Air Logistics Center. Has no flying mission, although the Center operates at least one F-16 for test pilot proficiency.

76th Air Base Wing



Unit Designations

Established as the 2851st Air Base Wing and organized on 1 August 1953. Redesignated 2851st Air Base Group on 16 October 1964, 651st Support Group on 1 October 1992,

651st Air Base Group on 1 October 1993, and 76th Air Base Wing on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Kelly AFB, TX 1 Aug 53 - current

Aircraft Operated

None

Unit History

Provides administrative and logistical support for the San Antonio Air Logistics Center and numerous tenant organizations on base. Became host wing at Kelly AFB on 17 August 1959. Has no flying mission.

77th Air Base Wing



Unit Designations

Established as the 77th Observation Group on 5 February 1942 and activated on 2 March 1942. Redesignated 77th Reconnaissance Group on 2 April 1943, 77th Tactical

Reconnaissance Group on 11 August 1943. Disestablished on 30 November 1943. Re-established and redesignated 77th Tactical Intelligence Wing on 31 July 1985. Consolidated on 16 September 1994 with the 2852nd Air Base Wing which was established and organized on 1 August 1953. Redesignated 2852nd Air Base Group on 16 October 1964, 652nd Support Group on 1 October 1992, 652nd Air Base Group on 1 October 1993, and 77th Air Base Wing on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Salinas AAB, CA 2 Mar 42
Brownwood, TX 22 Mar 42
DeRidderAAB, LA 25 July 42
AlamoAFld, TX 28 Sep 42
AbileneAAFIld, TX 6 Apr 43
Esler Field, LA 13 Sep 43
Birmingham AAFld, AL 14 Nov 43-30 Nov 43
McClellan AFB, CA 1 Aug 53 - current

Aircraft Operated

A-18	1942	B-18	1942-43
0-43	1943	0-46	1942
0-47	1942-43	0-38	1942-43
0-49	1942	0-52	1942-43
L-1	1942-43	L-3	1942-43
L-4	1942-43	L-5	1942-43
L-6	1942-43	P-39	1942-43
A-20	1943	B-25	1943

Unit History

Formed to support the training of ground personnel by flying reconnaissance, artillery adjustment, fighter and bomber missions. Flew anti-submarine patrols over the Gulf of Mexico in 1942, and later patrols of the Mexican border. Reformed for administrative and logistical duties with the Sacramento Air Logistics Center and its tenant organizations. Has no flying mission.

78th Air Base Wing



Unit Designations

Established as the 78th Fighter Wing on 24 September 1948 and activated on 16 November 1948. Redesignated 78th Fighter-Interceptor Wing on 20 January 1950. Inactivated

on 6 February 1952. Redesignated 78th Fighter Wing (Air Defense) on 14 September 1956 and activated on 18 October 1956. Inactivated on 31 December 1969. Redesignated 78th Flying Training Wing on 14 April 1972 and activated on 1 December 1972. Inactivated on 30 September 1977. Redesignated 78th Air Base Wing on 16 September 1994 and activated on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Hamilton AFB, CA 16 Nov 48-6 Feb 52, 18 Oct 56-31 Dec 69
Webb AFB, TX 1 Dec 72 - 30 Sep 77
Robins AFB, GA 1 Oct 94 - current

Aircraft Operated

F-51	1949-52	F-84	1949-52
F-89	1951-52, '56-59		
F-86D	1956-58	TF/F-102A	1957-60
F-104A	1958-60	F-101B/F	1959-68
F-106A/B	1959-60/68-69		
T-37B	1972-77	T-38A	1972-77
T-41A	1972-73		

Unit History

Provided air defense of the Pacific coastal area between 1949 and 1952 and again from 1956 until 1969. Reformed at Webb AFB, Texas, to conduct pilot training replacing the 3560th Pilot Training Wing. Inactivated in 1977 prior to Webb AFB closing. Redesignated the 78th Air Base Wing and reformed at Robins AFB, Georgia, in support of the Warner Robins Air Logistics Center. Has no flying mission, although the Center has an F-15A and an F-15E for test pilot proficiency and for ongoing weapons and systems integration work.

80th Flying Training Wing



Unit Designations

Established as the 80th Pursuit Group (Interceptor) 13 January 1942 and activated on 9 February 1942. Redesignated 80th Fighter Group (Single Engine) on 15 May 1942.

Inactivated on 3 November 1945. Consolidated on 31 January 1984 with the 80th Flying Training Wing, which was established on 23 May 1972 and activated on 1 January 1973. Currently with Air Education and Training Command.

Home Stations

Selfridge Field, MI 9 Feb 42
Bridgeport, CT 25 Jun 42
Farmingdale, NY 5 Jul 42
Mitchel Field, NY 9 Mar 43 - 30 Apr 43
Karachi, India 28 Jun 43
Kanjikoah, India Sep 43
Nagaghuli, India 11 Oct 43
Tingkawk Sakan, Burma 29 Aug 44
Myitkyina, Burma 20 Jan 45
Moran, India 4 May 45
Dudhkundi, India 24 May 45 - 6 Oct 45
Camp Kilmer, NJ 1 Nov 45 - 3 Nov 45
Sheppard AFB, TX 1 Jan 73 - current

Aircraft Operated

P-47	1942-45	P-40	1943-44
P-38	1943-44	T-37B	1973-current
T-38A	1973-current	AT-38B	1994-current

Unit History

Formed for defense of north eastern USA with the P-47. Sailed for India via Brazil, Cape of Good Hope and Ceylon in May 1943. Began combat operations in September 1943 flying into Burma. Withdrawn from combat in May 1945 and returned to the USA in October 1945 for inactivation. Reformed at Sheppard AFB, Texas, in January 1973 as a flying training wing replacing the 3630th Flying Training Wing. Conducted undergraduate pilot training for USAF, German and Vietnamese students. Other air arms later sent students to the wing for training. Conducted rotary winged conversion courses between June 1977 and November 1981. Organized pilot and pilot instructor training under the Euro-NATO Joint Pilot Training Program from October 1981 with participating nations contributing staff members and finances.

81st Training Wing



Unit Designations

Established as the 81st Fighter Wing on 15 April 1948 and activated on 1 May 1948. Redesignated 81st Fighter-Interceptor Wing on 20 January 1950, 81st Fighter-Bomber Wing on 1 April 1954, and 81st Tactical Fighter Wing on 8 July 1958. Inactivated on 1 July 1993. Redesignated 81st Training Wing, activated on 1 July 1993. Currently with Air Education and Training Command.

Home Stations

Wheeler AFB, Territory of Hawaii
1 May 48 - 21 May 49
Camp Stoneman, CA 27 May 49
Kirtland AFB, NM 5 Jun 49
Moses Lake (later Larson) AFB, WA
2 May 50 - 16 Aug 1951
Bentwaters RAF Station (later RAF Bentwaters)
with one squadron initially, and later two
squadrons located at RAF Woodbridge, UK
6 Sep 51 - 1 Jul 93
Keesler AFB, MS 1 Jul 93 - current

Aircraft Operated

P(F)-47	1948-49	F-80A	1949
F-86A	1949-53	F-51	1951
F-86F	1953-55	F-84F	1954-59
F-101A/C	1958-66	T-39A	1963-69
F-4C	1965-73	F-4D	1970-79
A-10A	1978-93	F-16C	1988-90
C-12C	1994-current	C-21A	1994-current

Unit History

Activated for the defense of Hawaii from December 1948 to May 1949. Moved to the US mainland and converted to F-80s and later F-86s. Assigned to the Western Air Defense Force in November 1949 and moved to Moses Lake AFB, Washington. Relocated to England in 1951, joining RAF Fighter Command for air defense duties, stationed at Bentwaters flying the F-86. Re-equipped with the F-84, changing role from fighter-interceptor to fighter-bomber using conventional and nuclear weapons. Had an air defense role as a secondary duty between 1954 and 1979,

and again from 1988 until 1990. Had components stationed at nearby RAF Woodbridge from 1958 until 1993. Flew the F-101A/C models of the Voodoo exclusively from 1958 until re-equipping with the F-4 in 1966. Operated the F-4C, and later the F-4D, and had a handful of F-4Es in short term storage at Woodbridge during 1976. Began conversion to the A-10 in 1978 with six squadrons of the Thunderbolt, four at Bentwaters and two at Woodbridge. The wing deployed aircraft and crews on a regular basis to Forward Operating Locations in Germany to be familiar with potential battlefields, and had a dissimilar aircraft combat tactics squadron equipped with F-16s in residence from July 1988 to September 1990. Gradually reduced the complement of A-1 Os, transferring one squadron to the 10th FW at RAF Alconbury in 1988. Surprisingly the wing did not contribute aircraft to Operation 'Desert Storm'. Ceased flying on 1 April 1993 and inactivated on 1 July 1993. The unit was redesignated the 81st Training Wing and reformed on the same day at Keesler AFB, Mississippi, to administer the many technical trades taught at the base. The 81st Training Group is responsible to the wing for the 45th Airlift Squadron which operates the C-12C and C-21A replacement training unit.

82nd Training Wing



Unit Designations

Established as the 82nd Fighter Wing on 28 July 1947 and organized on 15 August 1947. Inactivated on 2 October 1949. Redesignated 82nd Flying Training Wing on 22 June 1972 and activated on 1 February 1973. Inactivated on 31 March 1993. Redesignated 82nd Training Wing and activated on 1 July 1993. Currently with Air Education and Training Command.

Home Stations

Grenier Field (later AFB), NH 15 Aug 47 - 2 Oct 49
Williams AFB, AZ 1 Feb 73 - 31 Mar 93
Sheppard AFB, TX 1 Jul 93 - current

Aircraft Operated

P(F)-51	1947-49	T-37B	1973-92
T-38A	1973-93		

Unit History

Formed for fighter escort and tactical fighter operations in the north eastern USA. Inactivated in 1949. Reformed as 82nd Flying Training Wing in February 1973 replacing the 3525th Pilot Training Wing. Performed undergraduate pilot training and operated Williams AFB, Arizona. Began female undergraduate pilot training in September 1976 with the first class of ten graduating on 2 September 1977. Inactivated in March 1993. Reactivated as the 82nd Training Wing at Sheppard AFB, Texas in July 1993 replacing the Sheppard Technical Training Center with courses on aircraft maintenance, electronics, munitions, ground equipment and associated activities. Has no flying mission, but has on charge several dozen redundant airframes for technical training of students.

85th Group



Unit Designations

Established as the 85th Bombardment Group, Light on 13 January 1942 and activated on 10 February 1942. Redesignated 85th Bombardment Group (Dive) on 27 July 1942, and 85th

Fighter-Bomber Group on 10 August 1943. Disestablished 1 May 1944. Re-established and redesignated 85th Tactical Fighter Training Wing on 31 July 1985. Consolidated on 29 September 1994 with Air Forces Iceland, which was established as Iceland Air Defense Force and organized on 1 April 1952. Redesignated Air Forces Iceland on 1 June 1960. Inactivated on 31 May 1993. Consolidated with the 85th Tactical Fighter Training Wing and redesignated the 85th Wing on 29 September 1994 and activated on 1 October 1994 Redesignated the 85th Group on 1 July 1995. Currently with Air Combat Command.

No longer flyable, and utilized for technical training, GF-16C 83-1143 'ST' is assigned to the 82nd Training Wing at Sheppard AFB, Texas.
Andy Thomson





PACAF has two squadrons, and USAFE one, for airlift duties within their regions. The 86th AW at Ramstein AB, Germany operates the C-130E within the 37th AS, including 70-1274 'RS'.

Bob Archer

Home Stations

Savannah AB, GA	10Feb42
Bowman Field, KY	c 16 Feb 42
Hunter Field, GA	9 Jun 42
Waycross, GA	15Aug42
Gillespie Field, TN	3 Oct 42
Blythe AAB, CA	2 Nov 42
Rice, CA	c 11 Dec 42
Camp Young, CA	21 Jan 43
Harding Field, LA	8 Apr 43
Waycross, GA	c 27 Aug 43 - 1 May 44
Keflavik Airport (later MAS Keflavik), Iceland	
	1 Apr 52 - 31 May 93, 1 Oct 94 - current

Aircraft Operated

A-24	1942	A-36	1943
P-40	1944	P-47	1944
HH-60G	'94-current	F-15C/D	1994

Unit History

Operated as a training unit within the USA, moving location several times before disestablished in May 1944. Reformed as the 85th TFTW for which no history known and no aircraft assigned. Air Forces Iceland (and its previous title) provided air defense of the island and operated the base from 1952 and 1961. On 30 June 1961 the installation was transferred to the Navy. AFI continued to provide the air defense mission as a tenant organization. Interceptor types were operated, with squadrons functioning autonomously. The 85th Group formed October 1994, shortly before the F-15C/Ds began to be withdrawn. In their place the reserves and active duty have rotated small numbers of fighter interceptor aircraft to continue an air defense commitment. The group also supports the occasional deployment of rescue HC-130s, and KC-135 tankers which utilize Keflavik from time to time.

86th Airlift Wing



Unit Designations

Established as the 86th Fighter Wing and activated on 1 July 1948. Redesignated as 86th Fighter-Bomber Wing on 20 January 1950, 86th Fighter-Interceptor Wing on 9 August 1954, and 86th Air Division (Defense) on 18 November 1960. Inactivated on 14 November 1968. Redesignated 86th Fighter-Interceptor Wing on 14 November 1968, and 86th Tactical Fighter Wing on 13 October 1969. Activated on 1 November 1969. Redesignated 86th Fighter Wing on 1 May 1991, 86th Wing on 1 June 1992, and 86th Airlift Wing on 1 October 1994. Currently with the United States Air Forces in Europe.

Home Stations

Neubiberg AB, Germany	1 Jul 48
Landstuhl (later Ramstein-Landstuhl, Ramstein) AB, Germany	21 Aug 52 - 14 Nov 68
Zweibrücken AB, Germany	1 Nov 69
Ramstein AB, Germany	31 Jan 73 - current

Aircraft Operated

F-47	1948-50	F-84E	1950-53
F-86F	1953-54	F-86D	1954-60
TF/F-102A	1959-68	F-100D/F	1960, 1975
F-104A	1961-62	RF-4C	1970-73, 76
F-4C	1971-73	O-2A	1973
T-39A	1973-77	F-4E	19976-86
CT-39A	1977-84	F-16C/D	1985-94
C-12F	1992-93	C-20A	1992-current
C-21A	'92-current	C-135B	1992
CT-43A	1992-96	UH-1N	1992-94
C-130E	'94-current	C-9A	1993-current

Unit History

Formed in Germany for air defense. Was designated as a wing until November 1960 when the unit was elevated to Division status to administer control over other air defense squadrons in Europe. The F-104As

assigned in 1961 and 1962 were Arizona and Tennessee ANG aircraft mobilized during the Berlin crisis. Inactivated on 14 November 1968 as an Air Division and reactivated same day as the 86th Fighter Interceptor Wing. Despite the unit designation, the wing was assigned only the tactical reconnaissance role from November 1969 until June 1971, when the tactical fighter mission was added. Supported numerous military units in the Ramstein area from January 1973 until June 1985. Converted to the F-16 beginning in 1985. Deployed aircraft to Incirlik AB, Turkey, beginning in April 1991 to enforce the air exclusion zone over northern Iraq. Wing added the airlift mission in June 1992 becoming the 86th Wing. Lost its tactical fighter role by October 1994, henceforth performing airlift and special air missions exclusively. The assignment of F-1 OOs during early 1960 and mid-1975 were temporary measures involving aircraft from other units.

88th Air Base Wing



Unit Designations

Established as the 4000th Army Air Forces Base Unit (Command) and organized on 1 April 1944. Redesignated as the 4000th Army Air Forces Base Unit (Air Base) on 21 February 1945, 4000th Air Force Base Unit on 26 September 1947, 2750th Air Force Base on 28 August 1948, 2750th Air Base Wing on 5 October 1949, 645th Air Base Wing on 1 October 1992, and 88th Air Base Wing on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Patterson Field, OH	1 Apr 44
Wright Field, OH	18 Aug 44
Wright-Patterson AFB, OH	13 Jan 48 - current

Aircraft Operated

None

Unit History

Organized by Air Service Command to operate and support Wright Field, Ohio. Mission expanded by early 1946 for similar responsibility of Patterson Field sited next door. Became host wing for Wright-Patterson AFB on 5 October 1949, exercising command jurisdiction over the base and providing support services for Headquarters Air Materiel Command and all tenant units. Provided logistical support and a port of embarkation during periods of hostility, most notably between 1965 and 1973 for the Vietnam war, and again in 1990 and 1991 for the Gulf war. Responsibility switched to Headquarters Air Force Materiel Command in July 1992 when the new organization was formed to replace Air Force Systems Command. Has no flying mission, but is believed to be responsible for a mysterious C-22 and a Boeing 707, both of which are assigned to the 486th Flight Test Squadron based at Wright-Patterson AFB.

89th Airlift Wing



Unit Designations

Established as the 89th Troop Carrier Wing, Medium, on 10 May 1949 and activated in the Reserve on 27 June 1949. Ordered to active service on 1 May 1951. Inactivated 10 May

1951. Redesignated 89th Fighter-Bomber Wing on 26 May 1952 and activated in the Reserve on 14 June 1952. Inactivated on 16 November 1957. Redesignated 89th Military Airlift Wing, Special Missions and activated on 27 December 1965. Organized 8 January 1966. Redesignated 89th Military Airlift Group on 30 September 1977, 89th Military Airlift Wing on 15 December 1980, and 89th Airlift Wing on 12 July 1991. Currently with Air Mobility Command.

Home Stations

Hanscom Field, MA	27 Jun 49 - 10 May 51
Hanscom (later Laurence G Hanscom) Field, MA	14 Jun 52 - 16 Nov 57
Andrews AFB, MD	8 Jan 66 - current

Aircraft Operated

C-45	'49-50/55-7	C-46	'49-52/56-57
T-6	'49-50/52-4	T-7	1949-51
T-11	1952	F-51	1952-54
T-28	1953-56	T-33A	1953-57
F-80	1953-57	TC-47	1955-57
F-86	1957	C-119	1957
C-118A	1966-72	VC-118A	1966-74
C-121A	1966-68	VC-121E	1966
C-131D	1966	VC-131D/H	1966-79
C-135B	'66-8,75-92	VC-137B/C	1966-99
C-140B	1966-72	VC-140B	1966-87
VC-6A	1966-85	U-4A/B	1966-69
VC-135B	1968-77	VC-9C	1975-current
C-135C	1975-92	T-39A (CT-39A)	1975-78
UH-1N	1976-current	VH/CH-3E	1976-88
C-12A/C	1976-current	C-20A	1983-87
C-20C	1985-current	C-20B	1987-current
VC-25A	1990-current	C-20H	1994-current
C-32A	1998-current	C-37A	1998-current

Unit History

Organized as a reserve troop carrier wing. Ordered to active service in May 1951, with the wing inactivating soon afterwards to enable personnel to fill worldwide slots in regular units for the Korean war. Returned to reserve service as a fighter-bomber unit from 1952 until 1957 when inactivated. Redesignated 89th Military Airlift Wing in January 1966 replacing the 1254th Air Transport Wing. The unit serves primarily in the Special Air Missions role providing worldwide transportation for the Executive Department and high ranking military and US Government officials. The wing was responsible for all administrative airlift T-39s within the continental United States between 1975 and 1978. Gained a helicopter squadron in July 1976 and added rescue and medical evacuation in the DC area to its mission. Trained C-12 pilots for assignment in Alaska and Germany, and for duty with defense attache offices and military assistance units worldwide. Reduced in size in 1977 due to a reassignment of aircraft and corresponding inactivation of units. Redesignated to Group status in September 1977, but returned to wing level in December 1980. Has recently received much needed modern equipment to replace older types which were costly to maintain and operate.

90th Space Wing



Unit Designations

Established as the 90th Bombardment Wing, Medium, 20th December 1950 and activated on 2 January 1951. Redesignated 90th Strategic Reconnaissance Wing, Medium on

16 June 1956. Discontinued on 20 June 1960. Redesignated 90th Strategic Missile Wing (ICBM-Minuteman) on 21 February 1963 and organized on 1 July 1963. Redesignated 90th Missile Wing on 1 September 1991, and 90th Space Wing on 1 October 1997. Currently with Air Force Space Command.

Home Stations

Fairchild AFB, WA	2 Jan 51
Forbes AFB, KS	14 Mar 51 - 20 Jun 60
Francis E Warren AFB, WY	1 Jul 63 - current

Aircraft Operated

B-29#	1951-54	RB-29A	1951-54
TB-29#	1951-52	KB-29	1953-54
RB-47E	1954-60	KC-97G	1955-60
Minuteman I	1964-74	Minuteman III	73-current
Peacekeeper	1986-date	UH-1N	1993-current

Unit History

Formed as a B-29 operational training unit for crews manning the 376th, 308th and 310th Bombardment Wings between May 1951 and September 1952 and for B-29 and RB-29 crews destined for Far East Air Force service. The wing history quotes the KB-29 being operated during 1953 and 1954, although there is no evidence to support this. However the wing was located at Forbes AFB, along with the 55th SRW which operated the KB-29M, and it is possible

there could have been a sharing arrangement of tankers by the two units. Flew strategic reconnaissance missions from September 1953 until May 1958 and air refueling sorties from February 1956 until June 1960. Served as an RB-47 combat crew training wing from May 1958 until June 1960. Wing was active but not operational from June 1960 until June 1963. Supervised missile facility construction at Francis E Warren AFB, Wyoming from July 1963 until completed in July 1964. Operated the Minuteman I missile from July 1964 until replaced by the Minuteman III beginning in June 1973. Last Minuteman I removed in October 1974. Peacekeeper missile training began in June 1985; the unit being declared fully operational on 30 December 1986. 37th Helicopter Flight assigned to the wing in February 1993, which had been previously been designated as detachment 10, 37th ARRS (MAC/AMC).

91st Space Wing



Unit Designations

Established as the 91st Strategic Reconnaissance Wing on 11 October 1948 and activated on 10 November 1948. Redesignated 91st Strategic Reconnaissance Wing, Medium on 6

July 1950. Inactivated on 8 November 1957. Redesignated 91st Bombardment Wing, Heavy and activated on 15 November 1962. Organized on 1 February 1963. Redesignated 91st Strategic Missile Wing on 25 June 1968. Redesignated 91st Missile Wing on 1 September 1991, and 91st Space Wing on 1 October 1997. Currently with Air Force Space Command.

Home Stations

McGuire AFB, NJ	10 Nov 48
Barksdale AFB, LA	1 Oct 49
Lockbourne AFB, OH	11 Sep 51 - 8 Nov 57
Glasgow AFB, MT	1 Feb 63
Minot AFB, ND	25 Jun 68 - current

Aircraft Operated

B/RB-17G	1948-50	TRB-17G	1949
B-29#	1948-49/50	RB-29A	1948-51
TB-29#	1948-49	TRB-29	1949
RC-54	1948-49	B-50A	1950
B-50D	1950	KB-29P	1950-53
RB-50D	1950-51	B-45A	1950-53
RB-45C	1950-53	KC-97F	1952-57
B-47B	1953, 1955-6	YRB-47B	1953-54
RB-47E	1954-57	KC-97G	1954-57
B-52D	'63-66/67-8	KC-135A	'63-66/67-68
B-52C	1967-68	Minuteman I	1968-71
Minuteman III	1968-date	UH-1N	1993-current

Unit History

Formed for strategic reconnaissance, specialising in aerial photography and mapping. Added aerial refueling in 1950. The reference to the TRB-29 contained in the wing history is thought to be erroneous (possibly an error for RB-29 and TB-29). Wing headquarters integrated with the headquarters of the 301st

Bombardment Wing from 1 April 1950 until 9 February 1951, although each unit continued tactical operations independently. The wing operated small numbers of B-50A and D models briefly during 1950, around the same time as the Korean War started. Tactical components detached to other locations for periods of three months temporary duty. In addition the 91st maintained operational detachments of aircraft and crews from several components to support overseas reconnaissance duties. These included detachments to England, North Africa, Japan and Greenland. Wing inactivated in November 1957, and reactivated in February 1963 for bombardment and aerial refueling. Most of the wing's assets and personnel were deployed to South East Asia for combat operations from September 1966 until March 1967 for 'Arc Light' operations. Wing also deployed aircraft to Kadena AB, Okinawa in February 1968 for two months, following the seizure of the USS *Pueblo* by North Korea. Wing not operational between 1 May and 25 June 1968 due to closure of Glasgow AFB. Wing moved to Minot AFB, North Dakota in June 1968 to replace the 455th Strategic Missile Wing, absorbing the personnel and assets of the latter unit. The 91st became the first to convert to the Minuteman III beginning in 1970. Conversion was completed the following year. The 54th Helicopter Flight was assigned to the wing in February 1993, having previously been designated as detachment 7, 37th ARRS (MAC/AMC).

92nd Air Refueling Wing



Unit Designations

Established as the 92nd Bombardment Wing, Very Heavy and organized on 17 November 1947. Redesignated 92nd Bombardment Wing, Medium, on 12 July 1948, 92nd

Bombardment Wing, Heavy, on 16 June 1951, 92nd Strategic Aerospace Wing on 15 February 1962, 92nd Bombardment Wing, Heavy, on 31 March 1972, 92nd Wing on 1 September 1991, 92nd Bomb Wing on 1 June 1992, and 92nd Air Refueling Wing on 1 July 1994. Currently with Air Mobility Command.

Home Stations

Spokane AAFld (later Spokane AFB, and Fairchild AFB), WA 17 Nov 47-current

Aircraft Operated

B-29#	1947-52	B-36D	1951-57
B-36J	1954-57	KB-29P	1957
B-52D	1957-71	B-52C	1967-71
B-52G	1970-71	B-52H	1985-94
KC-135A	1958-90	Atlas	1961-65
KC-135R	1990-current	T-37B	1991-93
KC-135T	1994-current		

Unit History

Formed as a double sized B-29 bombardment wing from November 1947 until April 1951. One bomb group was generally deployed overseas for combat, deterrence or training duties. Re-equipped with the

B-36 in 1951 and pioneered mass aircraft deployments to the Far East during August and September 1953. Added the air refueling mission in September 1957. Controlled an Atlas missile squadron from July 1961 until August 1965. Deployed bomber and tanker aircraft to South East Asia from early 1965 until December 1975. Between March and September 1968 and again between March and September 1969 all the bombers and half of the tanker fleet were on duty in SEA. The bombers were again in SEA along with the majority of tankers from June 1972 until October 1973. B-52s performed joint Navy/Air Force sea reconnaissance and surveillance missions from 1975. In 1983 the B-52Gs were modified to carry AGM-86B Air Launched Cruise Missiles. Upgraded to the B-52H during 1985. Alert duties at Fairchild AFB ended in September 1992. Began performing air sampling missions in February 1993 with modified B-52H. Bombers transferred in 1994, with unit becoming an air refueling wing on 1 July 1994. 92nd ARW has been identified as an Aerospace Expeditionary Force Lead Wing (Mobility) for operations such as humanitarian relief.

93rd Air Control Wing



Unit Designations

Established as the 93rd Bombardment Wing, Very Heavy on 28 July 1947 and organized on 15 August 1947. Redesignated 93rd Bombardment Wing, Medium on 12 July

1948, 93rd Bombardment Wing, Heavy on 1 February 1955, 93rd Wing on 1 September 1991, 93rd Bomb Wing on 1 June 1992. Inactivated on 30 September 1995. Redesignated 93rd Air Control Wing on 15 January 1996 and activated on 29 January 1996. Currently with Air Combat Command.

Home Stations

Castle Field (later AFB), CA 15 Aug 47 - 30 Sep 95
Robins AFB, GA 29 Jan 96-current

Aircraft Operated

B-29#	1947-49	B-50D	1949-54
KB-29P	1950-53	KC-97F	1953-57
KC-97G	1953-57	B-47E	1954-56
B-52B	1955-65	B-52D	'56-58, '65-74
B-52E	'57-8, '67-70	B-52F	1958-74
B-52G	'66-7, '74-95	B-52H	1974-83
KC-135A	1957-92	KC-135R	1987-92
E-8C	1996-current	TE-8A	1997-current

Unit History

Formed in 1947 with B-29s for strategic bombardment duties. Deployed to Okinawa in 1948, becoming the first SAC unit to deploy in full strength to the Far East. Began aerial refueling operations in October 1950 with the KB-29. Provided air refueling and navigation assistance during the deployment of the 31st Fighter-Escort Wing from the USA to Japan in July 1952. This was the first jet fighter crossing of the Pacific Ocean. First SAC wing to convert to the B-52 beginning in June 1955. From mid-1956 the wing

was the primary aircrew training unit for the B-52 and KC-135A. The wing flew several significant missions, including the first non-stop jet aircraft flight around the world in January 1957. Although the primary mission was that of aircrew training, the unit periodically flew operational missions, particularly with the KC-135. Wing operated a special B-52 replacement training unit from April 1968 until April 1974, tailored to support SAC's strategic bomber operations in South East Asia. B-52s participated in combat missions during Operation 'Desert Storm' in 1991. Relieved of the air refueling mission in 1992, and the bomber training role in 1995 before inactivating. Reformatted as the 93rd Air Control Wing in January 1996 to operate the E-8 Joint-STARS. Deployed aircraft to participate in the 'Joint Endeavor' peace-keeping operation over Bosnia-Herzegovina from December 1995 until March 1996, and again from October 1996.

95th Air Base Wing



Unit Designations

Established as 95th Bombardment Group, Heavy on 28 January 1942, and activated on 15 June 1942. Redesignated 95th Bombardment Group, Heavy on 20 August 1943.

Inactivated on 28 August 1945. Redesignated 95th Bombardment Group, Very Heavy on 13 May 1947. Activated in the Reserve on 29 May 1947. Inactivated on 27 June 1949. Consolidated on 31 January 1984 with the 95th Bombardment Wing, Medium which was established on 4 June 1952 and activated on 16 June 1952. Redesignated 95th Bombardment Wing, Heavy on 8 November 1952. Inactivated on 25 June 1966. Redesignated 95th Strategic Wing and activated on 8 August 1966. Organized on 2 October 1966. Inactivated on 30 September 1976. Redesignated 95th Air Base Wing on 16 September 1994 and activated on 1 October 1994. Currently with Air Force Materiel Command.

Home Stations

Barksdale Field, LA	15 Jun 42
Pendleton Field, OR	26 Jun 42
Geiger Field, WA	28 Aug 42
Ephrata AAB, WA	31 Oct 42
Geiger Field, WA	24 Nov 42
Rapid City AAB, SD	17 Dec 42-11 Mar 43
Framlingham, UK	May 43
Horham, UK	15 Jun 43-19 Jun 45
Sioux Falls AAFld, SD	14-28 Aug 45
Memphis Mun Apt, TN	29 May 47 - 27 Jun 49
Biggs AFB, TX	16 Jun 52-25 Jun 66
Goose AB (later Apt), Canada	2 Oct 66 - 30 Sep 76
Edwards AFB, CA	1 Oct 94 - current

Aircraft Operated

B-17F/G	1942-45	B-29#	1947-49
B-36D	1953-56	B-36H	1956-58
B-36J	1956-59	B-52B	1959-66
KC-135A	1959-65	KC-135A attached	'66-75
HU-16B	1966-70		

Unit History

Activated in June 1942 but unmanned until October. Prepared for combat with the B-17 and moved to Framlingham, England, in May 1943 and Horham, England, in June 1943. Flew numerous combat missions before returning to the USA and inactivation. Reformed as a heavy bombardment wing with the B-29 until inactivated in 1949. Reactivated at Biggs AFB, Texas, in June 1952 but unmanned until July 1953. B-36 assigned until February 1959, with the unit receiving the B-52 four months later. Added air refueling mission in August 1959. Inactivated briefly in 1966 before reforming as the 95th Strategic Wing at Goose AB, Labrador, in October 1966 to support SAC's tanker alert forces in Canada and the North Atlantic region. Had no KC-135s directly assigned, but instead used aircraft attached from other SAC wings. Operated the HU-16B for rescue duties, these being the last examples of the Albatross flown by SAC. Inactivated in September 1976. Reformed as the 95th Air Base Wing in October 1994 at Edwards AFB, California, to administer the base and provide support to the many organisations in residence. Has no aircraft assigned.

96th Air Base Wing



Unit Designations

Established as the 96th Bombardment Group, Heavy, on 28 January 1942 and activated on 15 July 1942. Inactivated on 21 December 1945. Redesignated 96th Bombardment Group, Very Heavy on 13 May 1947 and activated in the Reserve on 29 May 1947. Inactivated on 27 June 1949. Consolidated on 31 January 1984 with the 96th Bombardment Wing, Heavy which was established on 23 March 1953. Redesignated 96th Bombardment Wing, Medium on 6 November 1953 and activated on 18 November 1953. Redesignated 96th Strategic Aerospace Wing on 1 April 1962, 96th Bombardment Wing, Heavy on 31 March 1972, 96th Wing on 1 September 1991. Inactivated on 1 October 1993. Redesignated 96th Air Base Wing on 10 March 1994 and activated on 15 March 1994. Currently with Air Force Materiel Command.

Home Stations

Salt Lake City AAB, UT	15 July 42
Gowen Field, ID	6 Aug 42
Walla Walla AAB, WA	14 Aug 42
Rapid City AAB, SD	30 Sep 42
Pocatello AAB, ID	1 Nov 42
Pyote AAB, TX	3 Jan 43 - Mar 43
Great Salting, UK	May 43
Snetterton Heath, UK	12 Jun 43 - 12 Dec 45
Camp Kilmer, NJ	20 Dec 45 - 21 Dec 45
Gunter Field (later AFB), AL	29 May 47 - 27 Jun 49
Altus AFB, OK	18 Nov 53
Dyess AFB, TX	8 Sep 57 - 1 Oct 93
Eglin AFB, FL	15 Mar 94 - current

Aircraft Operated

B-17F/G	1942-45	AT-6	1947-49
AT-11	1947-49	KC-97F	1954-55
KC-97G	1954-57	B-47E	1955-63
C-124A	1959-61	Atlas	1962-65
B-52E	1963-70	B-52D	1969-82
B-52C	1969-71	B-52H	1982-85
KC-135A	1965-93	B-1B	1985-93

Unit History

Formed in July 1942 with the B-17 and moved to England in May 1943. Flew combat missions before returning home and inactivating. Reactivated for the reserve in May 1947 in the training role until inactivated in June 1949. Reformed in November 1953 but largely unmanned until March 1954. Began air refueling operations in March 1954 with the KC-97 and strategic bombardment with the B-47 in April 1955. Moved to Dyess AFB in September 1957 and operated a SAC C-124 squadron from September 1959 until March 1961. Operated an Atlas missile squadron from July 1961 until March 1965, with the first missile being placed on alert in April 1962. During 1970 and again in 1972 and 1973 all wing aircraft were loaned to other SAC units for combat operations in the South East Asia and the Far East. Became the first SAC wing to operate the B-1B with deliveries commencing on 29 June 1985. B-1Bs began alert duties on 1 October 1986. KC-135s supported Operations 'Desert Shield' and 'Desert Storm' during 1990 and 1991. Inactivated in October 1993 when replaced by the 7th Wing. Reformed as the 96th Air Base Wing at Eglin AFB, Florida, in March 1994 as the controlling element of the base. Has no aircraft assigned.

97th Air Mobility Wing



Unit Designations

Established as the 97th Bombardment Wing, Very Heavy on 11 September 1947 and organized on 1 December 1947. Redesignated 97th Bombardment Wing, Medium on 12

July 1948, 97th Bombardment Wing, Heavy on 1 October 1959, and 97th Wing on 1 September 1991. Inactivated on 1 April 1992. Redesignated 97th Air Mobility Wing on 21 August 1992 and activated on 1 October 1992. Currently with Air Education and Training Command.

Home Stations

Mile 26 Air Field (later Eielson AFB), AK	1 Dec 47 - 12 Mar 48
Smoky Hill AFB, KS	16 Mar 48
Biggs AFB, TX	22 May 48
Blytheville (later Eaker AFB), AR	1 Jul 59 - 1 Apr 92
Altus AFB, OK	1 Oct 92 - current

Aircraft Operated

B-29#	1947-50	B-50D	1950-55
KB-29P	1950-54	KB-29M	1954-56
ERB-29A	1954-56	RB-50E	1954

RB-50G	1954-56	KC-97G	1954-57
B-47E	1955-59	B-52G	1960-91
KC-135A	1961-92	KC-135R	1992-current
C-5A/B	1992-current	C-141B	1992-99
C-17A	1996-current		

Unit History

Organized in Alaska for strategic bombardment duties from components of other units on deployment. Moved to Smokey Hill AFB, Kansas, in March 1948 and attached to another bomb wing for training. Moved to Biggs AFB, Texas, two months later. Added the KB-29 for aerial refueling early in 1950. Made deployments to England several times between 1948 and 1952. Added electronic reconnaissance mission in April 1954 with the ERB-29A and RB-50E/G models. Deployed to England and Japan for duties with these aircraft. Relinquished the reconnaissance mission in May 1956. Converted to the KC-97 in 1954 and the B-47 the following year. Performed the last SAC full wing deployment to RAF Upper Heyford, England, between May and July 1956. Thereafter, wing components deployed overseas as required. Began reducing operations in preparation to inactivate, and was non-operational from 15 January 1959. Instead of inactivating, the unit moved to Blytheville AFB, Arkansas, in July 1959 and re-equipped with the B-52G in 1960, adding the KC-135A in October 1961. Sent aircraft for combat operations to South East Asia during the mid and late 1960s, and again in the early 1970s. By mid-1972 all wing aircraft were on loan to other units in the Far East and South East Asia. KC-135s began returning home in April 1973, followed by the B-52s in October. Upgraded the B-52Gs to carry the AGM-86B ALCM in 1984. In 1987 the wing expanded its mission to include conventional bombing, sea search and surveillance and aerial mining. Aircraft deployed for combat operations in the Middle East for Operations 'Desert Shield' and 'Desert Storm' in 1990 and 1991. Prior to inactivating in April 1992 the wing relinquished the ALCMs in April 1991, and flew its last B-52 sorties in November 1991. The final KC-135 sortie was flown in March 1992. Reformed at Altus AFB, Oklahoma, in October 1992 as an air mobility wing with responsibility for training airlift and tanker crews. These included the KC-135R, C-5A, C-17A and C-141B, with the final example of the latter being retired by the wing during October 1999.

99th Air Base Wing



Unit Designations

Established as the 99th Bombardment Group, Heavy on 28 January 1942 and activated on 1 June 1942. Redesignated 99th Bombardment Group, Heavy, on 30 September

1944. Inactivated 8 November 1945. Redesignated 99th Bombardment Group, Very Heavy, on 13 May 1947 and activated in the Reserve on 29 May 1947. Inactivated on 27 June 1949. Consolidated on 31 January 1984 with the 99th Strategic Reconnaissance Wing, Heavy, which was established and

100th ARW KC-135R 61-0284 formates with a 31st FW F-16CG within one of the numerous refueling tracks off the Balkans during Operation 'Allied Force'. USAF Official

activated on 1 January 1953. Redesignated the 99th Bombardment Wing, Heavy, on 1 October 1955. Inactivated on 31 March 1974. Redesignated 99th Strategic Weapons Wing on 22 June 1989 and activated on 10 August 1989. Redesignated 99th Tactics and Training Wing on 1 September 1991, 99th Wing on 15 June 1993, and 99th Air Base Wing on 1 October 1995. Currently with Air Combat Command.

Home Stations

Orlando AAB, FL	1 Jun 42
MacDill Field, FL	1 Jun 42
Pendleton Field, OR	29 Jun 42
Gowen Field, ID	28 Aug 42
Walla Walla, WA	30 Sep 42
Sioux City AAB, IA	18 Nov 42 - 3 Jan 43
Oran, Algeria	22 Feb 43
Navarin, Algeria	25 Mar 43
Oudna, Tunisia	4 Aug 43
TortorellaAfd, Italy	11 Dec 43
Marcianise, Italy	27 Oct 45 - 8 Nov 45
Birmingham MAP, AL	29 May 47 - 27 Jun 49
Fairchild AFB, WA	1 Jan 53
Westover AFB, MA	4 Sep 56 - 31 Mar 74
Ellsworth AFB, SD	10 Aug 89
NellisAFB, NV	1 Oct 95 - current

Aircraft Operated

B-17	1942-45	AT-6	1947-49
AT-7	1947-49	AT-11	1947-49
RB-29A	1953	RB-36D	1953-56
RB-36F	1953-56	GRB-36D	1955-56
B-36D	1956	B-52C	1956-71
B-52D	1957-61/66-72	B-52B	1958-59
KC-135A	1966-73	EC-135C	1966-70

Unit History

Formed in June 1942 and moved to North Africa after training. Flew combat operations across the Mediterranean and later in Europe before inactivating in Italy in November 1945. Activated in the reserve in May 1947 as a training unit and inactivated in June 1949. Reformed as a strategic reconnaissance wing in January 1953 with the RB-29 and RB-36 replacing the 11th Strategic Reconnaissance Wing. Wing also flew the GRB-36D during 1955 and 1956 for tests with the RF-84K parasite fighter under Project FICON. Strategic bombing became unit's primary mission in late 1954, although the designation was not changed until October 1955. Replaced the RB-36 with the B-52C beginning in December 1956. Moved to Westover AFB, Massachusetts, in September 1956 and added an air refueling mission in January 1966 gained from the inactivation of the co-located 499th Air Refueling Wing. A post-attack airborne command and control system was also added in 1966 with the EC-135C. These were reassigned to the 55th SRW in 1970. Bomber and tanker aircraft were rotated to South East Asia for combat duties beginning in 1967 and continued until 1973 with the wing inactivating in March 1974. Redesignated 99th Strategic Weapons



Wing in 10 August 1989 at Ellsworth AFB as the primary SAC center for tactics and development evaluation, training combat crews in strategic bombing and electronic warfare. Redesignated as an air base wing in October 1995 at Nellis AFB, Nevada to operate the base. Has no aircraft assigned.

100th Air Refueling Wing



Unit Designations

Established as the 100th Bombardment Gp, Heavy on 28 January 1942 and activated on 1 June 1942. Redesignated 100th Bombardment Group, Heavy, 20 August 1943. Inactivated

21 December 1945. Redesignated 100th Bombardment Group, Very Heavy, on 13 May 1947 and activated in the Reserve on 29 May 1947. Inactivated 27 June 1949. Consolidated on 31 January 1984 with the 100th Bombardment Wing, Medium, which was established on 23 March 1953 and activated on 1 January 1956. Redesignated 100th Strategic Reconnaissance Wing on 25 June 1966, and 100th Air Refueling Wing, Heavy, on 30 September 1976. Inactivated on 15 March 1983. Redesignated 100th Air Division on 15 June 1990, and activated on 1 July 1990. Inactivated on 26 July 1991. Redesignated 100th Air Refueling Wing and activated on 1 February 1992. Currently with US Air Forces in Europe.

Home Stations

Orlando AAB, FL	1 Jun 42
Barksdale Field, LA	18 Jun 42
Pendleton Field, OR	26 Jun 42
Gowen Field, ID	28 Aug 42
Walla Walla AAB, WA	1 Nov 42
Wendover Field, UT	30 Nov 42
Sioux City AAB, IA	1 Jan 43
Kearney AAFld, NE	3 Feb 43 - May 43
Thorpe Abbots, UK	9 Jun 43 - 12 Dec 45
Camp Kilmer, NJ	20 Dec 45 - 21 Dec 45
Miami AAFld, FL	29 May 47 - 27 Jun 49
Portsmouth (later Pease) AFB, NH	1 Jan 56

Davis-Monthan AFB, AZ	25 Jun 66
Beale AFB, CA	30 Sep 76 - 15 Mar 83
Whiteman AFB, MO	1 July 90 - 26 July 91
RAF Mildenhall, UK	1 Feb 92 - current

Aircraft Operated

B-17F/G	1942-45	B-47E	1956-66
KC-97F	1956-61	KC-97G	1956-66
U-2C/R	1966-76	WU-2C	1966-69
DC-130E	1966-76	CH-3E	1966-76
Q-147 (AQM-34) drone	1966-76		
KC-135Q	1976-83	Minuteman II	1990-91
KC-135R	1992-current		

Unit History

Trained for B-17 operations at various sites in the USA before deploying to England. Flew first combat mission on 25 June 1943 and conducted numerous sorties until the end of the Second World War. Returned to the USA in December 1945 and inactivated. Assigned to the reserves between May 1947 and June 1949 with unknown aircraft types. Flew global bombardment training missions for SAC with the B-47 between 1956 and 1966. Wing moved to Davis-Monthan AFB in 1966 and assumed strategic reconnaissance role, replacing the 4080th Strategic Wing, with the U-2. SAC drone operations were also under the 100th SRW with the DC-130 mothership and CH-3 recovery helicopters. DC-130s and CH-3s were transferred to TAG in 1976, while U-2s relocated to Beale AFB, joining the 9th SRW. Wing also relocated to Beale AFB, acquiring the KC-135Qs of the 17th BW. Wing transferred its tankers to 9th SRW prior to inactivating in March 1983. Reactivated in June 1990 at Whiteman AFB with Air Division status with responsibility for missile unit in residence. Inactivated one year later. Reformed at RAF Mildenhall as host unit for the base with the KC-135R. 100th ARW is responsible for European Tanker Task Force and for aerial refueling of US and NATO receivers within the European Theater. Has responsibility for all tanker aircraft deployed to various locations in Europe. During 1999 Balkans conflict, the 100th Air Expeditionary Wing was formed to control certain tanker assets as well as the B-1B and B-52H strategic bombers deployed to RAF Fairford.

305th Air Mobility Wing



Unit Designations

Established as the 305th Bombardment Wing, Medium on 20 December 1950 and activated on 2 January 1951. Redesignated 305th Air Refueling Wing on 1 January 1970. Inactivated on 1 April 1993. Redesignated 305th Air Mobility Wing and activated on 1 September 1994. Currently with Air Mobility Command.

Home Stations

MacDill AFB, FL 2 Jan 51
Bunker Hill (later Grissom) AFB, IN 1 Jun 59 - 1 Apr 93
McGuire AFB, NJ 1 Sep 94 - current

Aircraft Operated

B-29#	1951-53	KC-97E	1951-59
B-47B	1952-55	KC-97F	1952-54
KC-97G	1953-59	B-47E	1954-61
KC-135A	1959-88	KC-135R	1988-93
TB/B-58A	1961-70	EC-135A	1966-93
EC-135L	1967-92	EC-135C	1970-71
EC-135G	1970-92	C-141B	1994-current
KC-10A	1994-current		

Unit History

Established during the Korean War for strategic bombardment training with the B-29. Added the air refueling mission in July 1951. Exchanged the B-29 for the B-47 in 1952 and performed overseas deployments to Europe and North Africa for alert duties. The wing operated the RB-47E, although this was confined to one aircraft assigned as a base hack from October 1956 until January 1957, and again between

January and March 1958. Relocated to Bunker Hill in 1959 to prepare for the delivery of the new B-58 Hustler strategic bomber. Wing operated a combat crew training school from August 1965 until December 1969. B-58 phased out of service by early 1970. Converted from the KC-97 to the KC-135A in 1959 Wing added a post attack command and control system in mid 1966. From early 1970, the 305th ARW performed air refueling and command post duties until 1993 when active duty operations ceased at Grissom AFB. Wing redesignated as the 305th AMW as one of the two prime aerial ports into the USA (along with the 60th AMW at Travis AFB). Reformed at McGuire AFB replacing the 438th AW. Wing is the host unit for McGuire AFB with responsibility to support the 21st Air Force and Air Mobility Warfare Center, as well as the 514th AMW (AFRC) and 108th ARW of the New Jersey ANG flying the KC-135E.

314th Airlift Wing



Unit Designations

Established as the 314th Troop Carrier Wing, Medium on 4 October 1948 and activated on 1 November 1948. Redesignated 314th Troop Carrier Wing on 1 January 1967, 314th Tactical Airlift Wing on 1 August 1967, and 314th Airlift Wing on 1 December 1991. Currently with Air Education and Training Command.

Home Stations

Smyrna (later Sewart) AFB, TN 1 Nov 48 - 15 Jan 66
Kung Kuan (later Ching Chuan Kang) AB, Taiwan 22 Jan 66 - 31 May 71
Little Rock AFB, AR 31 May 71 - current

Aircraft Operated

C-82A	1948-51	C-47	1948-53
CG-15 glider	1949-51	CG-18 glider	1949-51
C-119	1949-51	C-45	'49-51, '54-55
TC-46	1950	YC-122	1950-54
YH-12	1951	H-19	1952-55
C-46	1952	L-5	1952-53
L-16	1952-53	L-20	1952-54
H-21	1955-59	C-123B	1956-61
C-130A	1956-65	C-130B	1961-65
C-130E	'66-current	C-130H	1974-97
DC-130E	1979-81		

Unit History

Formed as one of the primary troop carrier units in the eastern USA, tasked with the development of assault airlift operations using a mixed aircraft complement. Relocated to Taiwan in 1966 for general airlift duties throughout the Far East and for combat cargo operations in South East Asia. Returned to the USA in May 1971 for assignment at Little Rock AFB, replacing the 64th TAW. Apart from conducting airlift duties, the Wing operated the primary active duty C-130 training school for all branches of the US military and many overseas air arms. Performed role of joint airborne communications center and command post for the United States Readiness Command. During 1979 the Wing received five surplus DC-130Es from TAG. After arrival at Little Rock the drone launch equipment was removed and the aircraft were returned to normal C-130E configuration with a

305th AMW KC-10A 86-0028 based at McGuire AFB, New Jersey, making an early morning, winter departure from RAF Mildenhall. Note the wingtip pods, enabling the Extender to refuel Air Force and Navy aircraft during the same mission. Bob Archer



conventional nose fitted. However the designation was not changed from DC-130E to C-130E until 1981, and no drone launch operations were conducted by the 314th TAW. Supported Operation 'Urgent Fury' in Grenada in October 1983 and the intervention in Panama from December 1989 to January 1990. Provided theater airlift for Operations 'Desert Shield' and 'Desert Storm' during 1990-91 and has rotated aircraft annually to support the Delta Squadron at Ramstein AB, Germany to bolster airlift capabilities within Europe.

317th Airlift Group



Unit Designations

Established as the 317th Troop Carrier Wing, Heavy on 10 August 1948 and activated on 18 August 1948. Inactivated on 14 September 1949. Redesignated 317th Troop Carrier Wing, Medium on 3 July 1952 and activated on 14 July 1952. Inactivated on 25 September 1958. Reactivated on 13 March 1963 and organized on 15 April 1963. Redesignated 317th Troop Carrier Wing on 1 March 1966 and 317th Tactical Airlift Wing on 1 May 1967. Inactivated on 1 June 1992. Redesignated 317th Airlift Group and activated on 1 April 1997. Currently with Air Mobility Command.

Home Stations

Tachikawa AB, Japan	18 Aug 48-2 Dec 48
Celle RAF Station, Germany	9 Jan 49 -14 Sep 49
Rhein-Main AB, Germany	14 July 52
Neubiberg AB, Germany	17 Mar 53
Evreux-Fauville AB, France	17 Apr 57 - 25 Sep 58
	15Apr63-20Jun64
Lockbourne AFB, OH	20 Jun 64
Pope AFB, NC	31 Aug 71 -1 Jun 92
Dyess AFB, TX	1 Apr 97 - current

Aircraft Operated

C-46	1948	C-54	1948-49
C-119	1952-58	C-130A	1957-8, '63-71
C-124C	1963-64	C-123K	1969-71
C-130E	1971-92	C-130H	1997-current

Unit History

Formed for troop carrier and courier services within the Far East. Relocated to Germany by ship from Japan during December 1948 and January 1949. Participated in the Berlin Airlift from 9 January to 31 July 1949. Moved to France in April 1957 replacing the 465th Troop Carrier Wing. The assignment of C-124s during 1963 and 1964 were MATS aircraft drawn from Stateside-based units for assignment in Europe for general airlift and humanitarian duties. Moved to Lockbourne AFB, Ohio, in June 1964 with TAG for worldwide airlift operations, with airborne training a major responsibility. Provided C-130 replacement training for PACAF between October 1965 and December 1971. In addition performed C-123 combat crew training for US and Vietnamese Air Force crews from September 1969 until August 1971. Pioneered the use of the adverse weather

aerial delivery system (AWADS) during combat operations in South East Asia from September 1977 until January 1978. Inactivated in 1992 when replaced by the 23rd Wing at Pope AFB. Reformated as the 317th Airlift Group at Dyess to operate the C-130Hs previously assigned to the 7th Wing. Has rotated aircraft regularly to support the Delta Squadron at Ramstein AB, Germany for airlift within Europe.

319th Air Refueling Wing



Unit Designations

Established as the 319th Bombardment Wing, Light on 10 May 1949 and activated in the Reserve on 27 June 1949. Inactivated on 2 September 1949. Reactivated in the Reserve on 10 October 1949. Ordered to active service on 10 March 1951. Inactivated on 28 March 1951. Redesignated 319th Fighter-Bomber Wing on 12 April 1955 and activated in the Reserve on 18 May 1955. Inactivated on 16 November 1957. Redesignated 319th Bombardment Wing, Heavy and activated on 15 November 1962. Organized on 1 February 1963. redesignated 319th Wing on 1 September 1991, 319th Bomb Wing on 1 June 1992 and 319th Air Refueling Wing on 1 October 1993. Currently with Air Mobility Command.

Home Stations

Reading MAP, PA	27 Jun 49 - 2 Sep 49
Birmingham MAP, AL	10Oct49-28Mar51
Memphis MAP, TN	18 May 55-16 Nov 57
Grand Forks AFB, ND	1 Feb 63 - current.

Aircraft Operated

T-6	1949-51	T-7	1949-51
T-11	1949-51	B-26	1949-51
T-33A	1955-57	F-84	1955-57
F-86	1957	B-52H	1963-82
B-52G	1982-86	KC-135A	1963-88
KC-135R	1988-current	KC-135T	1994-current
B-1B	1987-93	T-38A	1993
C-12F	1993-94		

Unit History

Formed to replace the 514th Troop Carrier Wing to perform Reserve training until ordered to active service in March 1951. Replaced the 871 Oth Pilot Training Wing at Memphis MAP as a Reserve training unit. From July 1956 maintained a pair of F-84s on runway alert under the control of Air Defense Command. Replaced at Memphis by the 445th Troop Carrier Wing in November 1957. Reformated under SAC at Grand Forks AFB to replace the 4133rd Strategic Wing in February 1963. Converted from the B-52 to the B-1B in 1987. B-1s reassigned in 1993 enabling the Wing to become one of the three main air refueling units stationed in the USA. 319th ARW has been identified as an Aerospace Expeditionary Force Lead Wing (Mobility) for operations such as humanitarian relief.

325th Fighter Wing



Unit Designations

Established as the 325th Fighter Wing, All Weather on 10 May 1948 and activated on 9 June 1948. Redesignated 325th Fighter-All Weather Wing on 20 January 1950, and 325th Fighter-Interceptor Wing on 1 May 1951. Inactivated on 6 February 1952. Redesignated 325th Fighter Wing (Air Defense) on 14 September 1956 and activated on 18 October 1956. Inactivated on 1 July 1968. Redesignated 325th Fighter Weapons Wing on 17 June 1981 and activated on 1 July 1981. Redesignated 325th Tactical Training Wing on 15 October 1983 and 325th Fighter Wing on 1 October 1991. Currently with Air Education and Training Command.

Home Stations

Hamilton AFB, CA	9 Jun 48
Moses Lake AFB, WA	23 Nov 48
McChord AFB, WA	20 Apr 50 - 6 Feb 52
McChord AFB, WA	18Oct56-1 Jul68
Tyndall AFB, FL	1 July 81 - current

Aircraft Operated

F-61	1948	F-82	1948-51
F-94A	1950-52	C-54	1950
F-51	1951-52	F-86D	1956-57
TF/F-102A	1956-60	F-106A/B	'60-68, '81-84
F-101B/F	1981-82	T-33A	1981-88
TF/QF/PQM-102A/B	1981-83		
QF-100D/F	1982-83		
F-15A/B	1983-95	F-15C/D	1992-current

Unit History

Formed to conduct air defense of the Pacific Region between 1948 and 1952 and 1956 to 1968. Despite this role, the unit had a troop carrier squadron flying the C-54 assigned during 1950. Deployed to Osan AB, South Korea, for six months in 1968 for air defense duties following the seizure of the USS *Pueblo* by the North Koreans. Formed a flying component of the Air Defense Weapons Center conducting operational and technical advice on air defense and tactics between 1981 and 1983. Operated full scale PQM-102 and QF-100 drones between 1981 and 1983. In October 1983 the wing began qualification training of tactical aircrews. Deployed T-33A and later F-15s to active duty and reserve as well as Navy and Marine Corps fighter units to provide electronic countermeasures and dissimilar air combat training to improve aircrew combat proficiency. Performed alert duties on behalf of the US Drug Enforcement Agency to intercept unidentified aircraft smuggling drugs into the USA across the Gulf of Mexico. Host unit for the biennial 'William Tell' air defense competition. The Wing currently trains all F-15 interceptor crews for the active duty and for overseas air arms.

336th Training Group



Unit Designations

Established as 336th Bombardment Group, Medium on 15 July 1942 and inactivated on 1 May 1944. The 3636th Combat Crew Training Group (Survival) was formed on 15 March

1966. Upgraded to Wing status on 1 April 1971. Consolidated on 1 January 1993 with the 336th Air Refueling Wing, Heavy, whose history is unknown. Redesignated 336th Crew Training Group on 29 January 1993, and 336th Training Group on 1 April 1994. Currently with Air Education and Training Command.

Home Stations

MacDill Field, FL	15 Jul 42
Lake Charles, LA	... ? - 1 May 44
Fairchild AFB, WA	15 Mar 66 - current

Aircraft Operated

B-26	1942-44	UH-1N	1993-current
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Unit History

Bombardment Group formed to train replacement crews for operational units flying the B-26 Marauder between 1942 and 1944. Unit later reportedly designated the 336th Air Refueling Wing although no such history can be traced. USAF survival training transferred to Fairchild AFB in 1966 following the closure of the school at Stead AFB, Nevada. Five of the seven survival courses are held at Fairchild, with the two others conducted at Eielson AFB, Alaska and MAS Pensacola, Florida. Group operates 36th Rescue Flight equipped with the UH-1N to support combat survival and survival training instructor courses. The 36th RQF was formed on 1 July 1993, although the UH-1N had operated at Fairchild AFB under the 48th ARRS from 1971, becoming Det 24, 40th ARRS in August 1976. In November 1987 this was changed to det 24, 37th ARS. On 1 February 1993, the unit transferred from AMC to ACC, becoming det 24, 92nd Operations Group, before joining AETC on 1 July 1993 and being designated the 36th Rescue Flight.



341st Space Wing



Unit Designations

Established as the 341st Bombardment Group, Medium, on 14 August 1942 and activated on 15 September 1942. Redesignated 341st Bombardment Group, Medium on 1

August 1943. Inactivated on 2 November 1945. Redesignated 341st Bombardment Group, Light and activated in the Reserve on 27 December 1946. Inactivated on 27 June 1949. Consolidated on 31 January 1984 with the 341st Bombardment Wing, Medium which was established on 23 March 1953 and activated on 1 September 1955. Inactivated on 25 June 1961. Redesignated 341st Strategic Missile Wing (ICBM-Minuteman) and activated on 1 July 1961. Organized on 15 July 1961. Redesignated 341st Missile Wing on 1 September 1991, and 341st Space Wing on 1 October 1997. Currently with Air Force Space Command.

Home Stations

Camp Malir, Karachi, India	15 Sep 42
Chakulia, India	30 Dec 42
Kurmitola, India	Jun 43
Kunming, China	7 Jan 44
Yangkai, China	13 Dec 44 - Sep 45
Camp Kilmer, NJ	1 Nov 45 - 2 Nov 45
Westover Field (later AFB), MA	27 Dec 46 - 27 Jun 49
Abilene (later Dyess) AFB, TX	1 Sep 55 - 25 Jun 61
Malmstrom AFB, MT	15 Jul 61 - current

Aircraft Operated

B-25	1942-45	A-26	1945
AT-6	1947-49	AT-11	1947-49
B-47E	1956-61	KC-97G	1955-60
Minuteman I	1962-69	Minuteman II	1967-76
Minuteman III	75-current	UH-1N	1993-current

Unit History

Activated in India in September 1942 with B-25s. Flew combat missions against enemy transport convoys in central Burma until 1944. Performed all

manner of tactical bombing sorties in northern Burma before moving to China in January 1944. Flew maritime bombing sorties against inland shipping. Relocated to USA and inactivated in November 1945. Reformed at Abilene AFB, Texas, in September 1955 for the strategic bombardment role with the B-47, and KC-97 for aerial refueling. Inactivated in June 1961. Reformed at Malmstrom AFB, Montana, in July 1961 as the 341st Strategic Missile Wing, replacing the 4061st Air Refueling Wing as the host unit. Was the first Minuteman Intercontinental Ballistic Missile Wing. Supervised silo construction and conducted missile training between July 1961 and May 1967. First missile squadron formed in December 1961, with the arrival of the Minuteman I at Malmstrom AFB taking place on 23 July 1962. This was placed in its silo on 27 July. Initial missile alert commenced on 27 October 1962, with three squadrons becoming operational by early July 1963. A fourth squadron was activated on 1 April 1966 and became combat ready one year later. Replaced Minuteman I with the Minuteman II between 1967 and 1969, and added the Minuteman III in January 1975. In accordance with the Strategic Arms Reduction Treaty (START), the 341st MW began taking its missiles off alert on 28 September 1991, and began deactivation of some weapons, although the wing remains fully operational. The 40th Helicopter Flight was assigned to the wing in February 1993, having previously been designated as detachment 5, 37th ARRS (MAC/AMC).

347th Wing



Unit Designations

Established as the 347th Fighter Wing, All Weather on 10 August 1948 and activated on 18 August 1948. Redesignated 347th Fighter-All Weather Wing on 20 January 1950. Inactivated on 24 June 1950. Redesignated 347th Tactical Fighter Wing and activated on 21 December 1967. Organized on 15 January 1968. Inactivated on 31 October 1972. Reactivated on 30 July 1973. Inactivated on 30 June 1975. Reactivated on 30 September 1975. Redesignated 347th Fighter Wing on 1 October 1991, and 347th Wing on 1 July 1994. Currently with Air Combat Command.

Home Stations

Itazuke, Japan	18 Aug 48
Bofu Afd, Japan	15 Oct 48
Ashiya Afd (later AB), Japan	3 May 49
Nagoya AB, Japan	1 Apr 50 - 24 Jun 50
Yokota AB, Japan	15 Jan 68 - 15 May 71
Mountain Home AFB, ID	15 May 71 - 31 Oct 72
Takhli RTAFB, Thailand	30 Jul 73
Korat RTAFB, Thailand	12 Jul 74 - 30 Jun 75
Moody AFB, GA	30 Sep 1975 - current

The first HC-130H, 64-14852, continues to serve, 36 years after being delivered. It is now an HC-130P with the 347th Wing, having received underwing refueling pods. USAF Official



Aircraft Operated

F-51	1948	F-61	1948-50
F-82	1949-50	F-105D/F	1968
F-4C	1968-71	C-130B-II	1968-71
EB-57E	1968-71	RB-57F	1968
F-111F	1972-75	F-4E	1975-88
F-16A/B	1987-91	F-16C/D	1990-current
OA/A-10A	1994-current	C-130E	1994-97
HH-60G	1997-current	HC-130P	1997-current

Unit History

Activated for air defense of Japan while stationed at Nagoya AB between August 1948 and March 1950. Inactivated on 24 June 1950 with personnel and equipment being reassigned to under strength units in Korea. Activated at Yokota AB, Japan, on 15 January 1968 for air defense and reconnaissance duties over Japan and South Korea. Reactivated at Mountain Home AFB, Idaho, but not operational between 15 May and 14 July 1971. Received F-111s in 1972 and deployed to South East Asia for combat operations over Cambodia between 30 July and 15 August 1973. Unit remained at Takhli RTAFB and, later, Korat RTAFB in Thailand until May 1975 for strike missions. Participated in the recovery of the SS *Mayaguez* from Cambodian forces in May 1975. Inactivated on 30 June 1975. Reactivated at Moody AFB, Georgia in September 1975 equipped with the F-4E, to replace det 1,363rd Combat Support Group which had previously operated the base. Assumed responsibility for Moody AFB in December 1975. Specialized in air-to-ground attack using precision guided weapons. Transitioned to the F-16A/B beginning in 1988, with emphasis on planning for NATO contingencies by conducting regular squadron strength deployments to Europe. Upgraded to the F-16C/D January 1990, and in August 1990 became the first operational TAG unit to employ the LANTIRN all-weather/night navigation and bombing system. Deployed a squadron of F-16s to the Middle East for Operation 'Desert Storm'. Provided numerous deployments to Saudi Arabia to enforce the air exclusion zone above southern Iraq. Damage to Homestead AFB, Florida, by Hurricane Mitch resulted in two 31st TFW F-16 squadrons moving to Moody AFB in

August 1992, these joining the 347th FW in November 1991, making it the largest operational F-16 wing in the USAF. Redesignated the 347th Wing in July 1994 with the A-10 and C-130E assigned to operate alongside F-16s as a composite unit. C-130s subsequently reassigned to other units with the 347th Wing acquiring a search and rescue role with the assignment of the HC-130P and HH-60G transferred from Patrick AFB, Florida, in 1997. Will transfer its OA/A-10As and F-16CG/DGs to other units beginning in 2000, enabling the unit to redesignate as a Rescue Wing operating the HC-1 SOP and HH-60G.

The MC-130H Combat Talon II is an improved version of the MC-130E, with an advanced terrain-following capability housed in a revised nose cone. A forward looking infrared (FLIR) turret is mounted beneath the nose. 84-0476 is assigned to the 352nd SOG at RAF Mildenhall.

Richards-Gebaur AFB, MO	1 Jan 70
Eglin AFB, FL	25 Jun 71
Rhein-Main AB, Germany	1 Mar 88
RAF Alconbury, UK	15 Jan 92
RAF Mildenhall, UK	17 Feb 95 - current

352nd Special Operations Group



Unit Designations

Established as the 2nd Air Commando Group on 11 April 1944 and activated on 22 April 1944. Inactivated on 12 November 1945. Disestablished on 8 October 1948. Consolidated on 31 July 1985 with the 702nd Strategic Missile Wing (ICM-Snark), which had been established on 17 June 1958 and activated on 1 January 1959. Discontinued and inactivated on 25 June 1961. Redesignated 352nd Special Operations Group and activated on 1 December 1992. Consolidated on 17 August 1998 with the 39th Special Operations Wing, which had been constituted as the 39th Aerospace Rescue and Recovery Wing on 20 October 1969 and activated on 1 January 1970. Redesignated 39th Special Operations Wing on 1 March 1988. Inactivated on 1 December 1992 and disbanded on 21 May 1993. Consolidated units retain the 352nd Special Operations Group designation. Currently with Air Force Special Operations Command.

Home Stations

Drew Field, FL	22 Apr 44 - 28 Sep 44
Kalaikunda, India	12 Nov 44 - 40 Oct 45
Camp Kilmer, NJ	11 Nov 45 - 12 Nov 45
Presque Isle AFB, ME	1 Jan 59 - 25 Jun 61

Aircraft Operated

C-47	1944-45	UC-64	1944-45
CG-4A	1944-45	L-5	1944-45
P-51	1944-45	Snark	1959-61
HC-130H	1970-86	HC-130N/P	(redesignated MC-1 SOP in 1996) 1970-current
TH-1F/HH-1H/UH-1N	1970-88	HH-43F	1970-73
HH-53B/C/H	1970-88	MH-53J	1987-current
MC-130E	1988-92	UH-1N	1988-92
MC-130H	1992-current	MH-53M	1999-current

Unit History

The unit was originally formed as the 2nd Air Commando Group for operations from India into Burma and China. Despite being stationed at Kalaikunda, India, the unit's diverse squadrons operated across the northeast of the country, and over the infamous 'Hump' into China. The unit saw extensive action against the Japanese, spearheading commando operations. The 39th ARRW was formed by Military Airlift Command as one of two major flying wings (the other being the 41st RWRW at McClellan AFB, CA) responsible for numerous components of the Aerospace Rescue and Recovery Service. The 39th had jurisdiction over assets located across the continental United States and in Europe, with several squadrons subdivided into detachments. Apart from performing the search and rescue role, the wing was responsible for the HH- and UH-1s flying support for SAC's missile silos located across the Midwest USA. These were eventually transferred to Space Command. The wing was relocated to Europe in March

1988 to control the activities of the special operations squadrons located in Germany and the UK. The wing moved most of its assets to eastern Turkey during 1990 for Operation Proven Force'. These were involved in special operations and combat search and rescue over northern Iraq during the Gulf War of 1991. Despite being located at Rhein-Main, the wing had only the 7th SOS operating the MC-130E in residence, with its other two squadrons flying the HC-130s and MH-53s stationed at RAF Woodbridge. However the move to RAF Alconbury by the parent wing enabled the three squadrons to be brought together at the same location, though the pending closure of RAF Alconbury resulted in the unit relocating to RAF Mildenhall. The group has participated in numerous humanitarian operations in Europe, the Middle East and Africa, and has been actively engaged supporting the air exclusion zones above Iraq, Bosnia and Kosovo. The 352nd was the primary Air Force special operations unit during Operation 'Allied Force' and flew combat rescue missions to extract the two USAF pilots downed over Serb territory during the campaign.

353rd Special Operations Group



Unit Designations

Established as the 3rd Air Commando Group on 25 April 1944 and activated on 1 May 1944. Inactivated on 25 March 1946. Disestablished on 8 October 1948. Re-established and

consolidated on 31 July 1985 with the 553rd Reconnaissance Wing, which had been established and activated on 9 February 1967, and inactivated on 15 December 1970. Redesignated 353rd Reconnaissance Wing on 31 July 1985, 353rd Special Operations Wing on 21 May 1989. Redesignated as the 353rd Special Operations Group on 1 December 1992. Currently with Air Force Special Operations Command.

Home Stations

Drew Field, FL	1 May 44
Lakeland AAF, FL	5 May 44
Camp Stoneman, CA	1 Nov 44 - 6 Nov 44
Leyte	1 Dec 44
Mangaldan, Luzon, Philippines	26 Jan 45
Laoag, Luzon, Philippines	19 Apr 45
Le Shima	8 Aug 45
Chitose, Japan	27 Oct 45 - 25 Mar 46
Otis AFB, MA	25 Feb 67 - Oct 67
Korat RTAFB, Thailand	31 Oct 67 - 15 Dec 70
Clark AB, Philippines	6 Apr 89 - . . Jun 91
Kadena AB, Okinawa	5 Feb 92 - current

Aircraft Operated

C-47	1944-46	F-6D	1944-46
P-51D	1944-46	C-121G	1967-68
EC-121R	1967-70	YQU-22A	1968-69
QU-22B	1970	MC-130E	1989-95
MC-130H	1995-current	HC-130N/P	
	(redesignated MC-130P in 1996)		1989-current
MH-53J/M	1989-current		

Unit History

The 3rd Air Commando Group was formed for activities in the Far East, being based in the Philippines, but with a mission to attack enemy airfields and installations in Formosa, and as far as the coast of China. Like its sister unit the 2nd ACG, the 3rd was extremely active, performing diverse operations. The 553rd Reconnaissance Wing was established for electronic reconnaissance equipped with the EC-121R, which were former US Navy EC-121K and P models. After a work-up period at Otis AFB, the wing relocated to Korat RTAFB for combat operations. The primary mission was to relay transmission from the air-delivered seismic intrusion devices dropped behind enemy lines to detect enemy troop movements. The wing added the YQU-22 and later QU-22 to operate as electronic intelligence fathering drones. The 353rd was designated as a Reconnaissance Wing in 1985, although it appears to have been inactive. During the 1980s fixed wing special operations assets in the western Pacific were operated under direct control of the 2nd Air Division with headquarters at Hurlburt Field, while rotary winged squadrons were part of Military Airlift Command's Air Rescue component; these were placed under the umbrella of the 23rd Air Force. The situation changed in May 1989 when the 353rd SOW was formed to operate the special forces squadrons in the region. One year later Air Force Special Operations Command was formed, with the 353rd being assigned to the new organization. The eruption of Mount Pinatubo in June 1991 rendered Clark Air Base unusable, with assets moving to the 33rd SOW at Kadena AB, Okinawa, pending the reformation of the 353rd. Assets were reassigned to the 353rd by February 1992, with the Wing changing to Group status in December.

354th Fighter Wing



Unit Designations

Established as the 354th Fighter-Day Wing on 26 September 1956 and activated 19 November 1956. Redesignated 354th Tactical Fighter Wing on 1 July 1958, and 354th Fighter Wing on 1 October 1991. Inactivated on 31 March 1993. Reactivated on 20 August 1993. Currently with Pacific Air Forces.

Home Stations

Myrtle Beach AFB, SC	19 Nov 56 - 2 Jul 68
Kunsan AB, South Korea	2 Jul 68 - 14 Jun 70
Myrtle Beach AFB, SC	15 Jun 70 - 31 Mar 93
Eielson AFB, AK	20 Aug 93 - current

Aircraft Operated

RF-80	1956-57	F-100D/F	1957-68
H-21	1959-60	F-100C/F	1968-69
F-4D/E	1969-70	AT/T-33A	1970-76
A-7D	1970-78	A-10A	1977-92
OA/A-10A	1993-current	F-16C/D	1993-current

Unit History

Formed to replace the 342nd Fighter-Day Wing at Myrtle Beach AFB, South Carolina. Switched from Fighter-Day to Fighter bomber training in July 1958. Had one or more squadrons deployed overseas continually from July 1958 until April 1966. During the Cuban missile crisis of 1962, part of the wing manned a provisional air division at McCoy AFB, Florida. Wing sent F-100s and personnel to Ramey AFB, Puerto Rico, and to San Isidro AB, Dominican Republic, during the crisis in the latter country in 1965. 354th TFW assets were widespread during the mid-'60s, with one squadron moving to Japan in November 1965, another to Spain in April 1966, and a third to South Vietnam in August 1966. This left just one squadron at home, and this eventually moved to South Vietnam in April 1968. The mobilized Air National Guard 113th TFW, composed of the 121st TFS from the District of Columbia and the 119th TFS from New Jersey moved to Myrtle Beach in April 1968 with their F-100s. The 354th TFW had no resources and existed without operational capabilities until moving to Kunsan AB, South Korea, in July 1968 to replace the 4th TFW. The unit was manned by ANG personnel on active duty under 4th TFW control. Following the departure of the 4th TFW to the USA, the 354th assumed control of active F-100 squadrons. The two ANG units returned to the USA in June 1969, with the wing being without tactical components for ten days until rotational squadrons from the USA arrived. The wing passed its assets to the 54th TFW on 14 June 1970 and returned to Myrtle Beach AFB, absorbing the resources of the 4554th TFW. The 354th TFW began conversion from the F-4 to the A-7D in 1970 and added the AT-33A for combat crew training. On 10 October 1972 the wing split into an advance and rear echelon, with the former moving to Korat RTAFB, Thailand, for combat operations. These included the interdiction of supply lines, close air support of ground troops, and escort of surface ships on the Mekong River to Phnom Penh. Combat operations in Vietnam continued until mid January 1973, in Laos until 22 February 1973, and in Cambodia until 15 August 1973. The split wing status continued until 23 May 1974, with squadrons rotating between the USA and Thailand. A-7 operations continued until 1977 when the wing began to convert to the A-10. The majority of the A-10s deployed to Saudi Arabia for Operation 'Desert Storm', performing numerous missions to destroy Iraqi tanks and armor. The wing inactivated with the closure of Myrtle Beach AFB, but reformed at Eielson AFB, Alaska, in August 1993, replacing the 343rd Wing, and gaining the OA-10A and F-16C/D assets previously assigned to this unit.

A-10A 80-0232 'DM' from the 355th Wing at Davis-Monthan AFB, Arizona, landing at Nellis AFB, Nevada, during a 'Red Flag' exercise. The aircraft is carrying an ACMI pod along with an AGM-65 Maverick missile. Bob Archer

355th Wing



Unit Designations

Established as the 355th Fighter Group and activated on 12 November 1942. Inactivated on 20 November 1946. Redesignated 355th Fighter Group (Air Defense) on 20 June 1955

and activated on 18 August 1955. Inactivated on 8 January 1958. Consolidated on 31 January 1984 with the 355th Tactical Fighter Wing which was established and activated on 13 April 1962. Organized on 8 July 1962. Inactivated on 10 December 1970. Reactivated on 1 July 1971. Redesignated 355th Tactical Training Wing on 1 September 1979, 355th Fighter Wing on 1 October 1991 and 355th Wing on 1 May 1992. Currently with Air Combat Command.

Home Stations

Orlando AAF, FL	12Nov42
Norfolk MAP, VA	19Feb43
Philadelphia MAP, PA	4 Mar 43 - 16 Jun 43
Steeple Morden, UK	6 July 43
Gablingen, Germany	c10July45
Schweinfurt, Germany	15 Apr 46
Mitchel Field, NY	1 Aug 46 - 20 Nov 46
McGhee-Tyson Apt, TN	18Aug55-8 Jan 58
George AFB, CA	8 July 62
McConnell AFB, KS	21 July 64 - Oct 65
Takhli RTAFB, Thailand	8 Nov 65 - 10 Dec 70
Davis-Monthan AFB, AZ	1 July 71 - current

Aircraft Operated

P-47	1942-45	p-51	1944-46
F-86	1955-57	F-105D/F	1962-70
RB-66	1965-66	EB-66B/E	1966-70

F-111A	1968	F-4C	1971
A-7D	1971-79	DC-130A	1971-76
AQM-34 drone	1971-76	CH-3C/E	1972-76
BQM-34 drone	1974-75	RC-130	1975-76
A-10A	1976-current	OA-10A	1992-current
EC-130H	1992-current	EC-130E	1994-current

Unit History

Formed as the 355th Fighter Group to operate P-47s, moving to Steeple Morden in July 1943. Conducted bomber escort, as well as fighter sweep missions. Converted to the P-51 and continued with fighter operations. Remained in Europe after the war, moving to bases in Germany before transferring to the USA and inactivating. Reactivated in August 1955 for air defense duties with the F-86. 355th TFW formed in April 1962 for tactical fighter operations with the F-105. Deployed squadrons overseas, primarily to South East Asia for combat operations. Wing moved to Takhli RTAFB, Thailand, in November 1965 for strike, air-to-air combat, armed reconnaissance, close air support and electronic warfare missions. Operated primarily over Laos and North Vietnam attacking strategic transportation centers and lines of communications connecting Hanoi with industrial centers in southeast China. Operated the F-111A between March and November 1968. Phased down operations prior to inactivating in December 1970. Moved to Davis-Monthan AFB, Arizona, in July 1971 to replace the 4453rd Combat Crew Training Wing. 355th TFW formed A-7 training unit, while the 4453rd CCTW and its F-4s were gradually phased down, ending Phantom training in mid-October 1971. Conducted tactical drone operations between July 1971 and June 1976. Wing declared combat ready with the A-7D in August 1972, an A-7 detachment being maintained at Howard AFB, Canal Zone, between November 1972 and February

1974. Augmented an advanced echelon of the 354th TFW with A-7s at Korat RTAFB, Thailand, from October 1972 to July 1973, and from December 1973 until May 1974. Wing history states the unit operated the RC-130 in 1975 and 1976, although no details are known. Preparations to convert to the A-10 early in 1975. the first Thunderbolt being delivered in March 1976. Provided A-10 combat crew training for active duty and reserve units from September 1979. Added the 'Compass Call' EC-130H from 1992 and the Airborne Battlefield Command and Control Center (ABCCC) mission with the EC-130E during the second half of 1994. Both versions of the EC-130 have deployed overseas on numerous occasions for exercises as well as for combat operations. The EC-130s were involved in Operation 'Allied Force' during 1999. The A-10s have also participated in Operation 'Southern Watch' with deployments to Ahmed Al Jaber AB in Kuwait. 355th Wing has been designated as one of ten Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

366th Wing



Unit Designations

Established as the 366th Fighter-Bomber Wing on 15 November 1952 and activated on 1 January 1953. Redesignated the 366th Tactical Fighter Wing on 1 July 1958. Inactivated

on 1 April 1959. Activated on 30 April 1962 and organized on 8 May 1962. Redesignated 366th Wing on 1 October 1991. Currently with Air Combat Command.





F-16CJ 93-0541 'MO' of the 366th Wing, based at Mountain Home AFB, Idaho. The 389th FS specializes in the suppression of enemy air defenses, using the AGM-88 HARM and the HTS pod attached to the air intake. An AN ALQ-131 ECM pod is fitted to the fuselage hardpoint.
Bob Archer

Home Stations

Alexandria (later England) AFB, LA

	1 Jan 53 - 1 Apr 59
Chaumont AB, France	8 May 62 - 15 Jul 63
Holloman AFB, NM	15 July 63 - 11 Mar 66
Phan Rang AB, RVN	20 Mar 66
Da Nang AB, RVN	10 Oct 66
Takhli RTAFB, Thailand	27 Jun 72 - 31 Oct 72
Mountain Home AFB, ID	31 Oct 72 - current

Aircraft Operated

F-51	1953	F-86F/H	1953-56
F-84	1954-58	KB-29P	1954-58
KB-50/KB-50J	1957-58	F-100D/F	'57-9,'63,'66
F-84F	1962-65	F-4C	1965-68
F-4D	1967-72	EC-47N/P/Q	1972
O-2	1972	OV-10A	1972
F-111F	1972-77	F-111A	1977-91
EF-111A	1981-92	F-15C/D	1992-current
F-16C/D	1991-current	B-52G	1992-94
KC-135R	1992-current	F-15E	1991-current
B-1B	1994-current	T-38A	1993-94
T-37B	1994-95		

Unit History

Established to replace the 132nd Fighter-Bomber Wing. Conducted air refueling operations between September 1954 and July 1958. Rotated tactical

squadrons to France between 1954 and 1956, and to Italy between 1955 and 1957. Relocated to Chaumont AB, France as a conventional strike force operating F-84Fs from mobilized Air National Guard units. Returned to the USA in July 1963 and converted to the F-4 in 1965. Moved to Phan Rang AB, South Vietnam, in March 1966 for combat operations. Added several F-100 squadrons in 1966. Wing designation moved to Da Nang AB, South Vietnam in October 1966 with new personnel and equipment. By early 1967 was flying escort for F-105 strike packages, with numerous aerial engagements against North Vietnamese fighter aircraft, scoring 18 victories in total. In 1972 the wing gained a mixed complement of EC-47N/P/Qs, O-2s and OV-10As for electronic countermeasures and forward air control duties. Moved to Takhli RTAFB, Thailand, in June 1972 with just the F-4 aircraft. Continued combat operations until relocated to Mountain Home AFB, Idaho, in October 1972, replacing the 347th TFW. Wing converted to the F-111F. As part of a three-way switch of aircraft, the wing transferred the F-111F to RAF Lakenheath, while gaining the F-111A from the 474th TFW at Nellis AFB, Nevada. Wing conducted a wartime strike and interdiction mission alongside that of training replacement F-111 aircrews. Acquired EF-111A in late 1981 for electronic countermeasures radar jamming. Operated an electronic combat range and provided mobile electronic range support for exercises staged by other units. Deployed EF-111 As to support USAF combat elements during the invasion of Panama in December 1989. Sent EF-111 As to Saudi Arabia during August 1990 for Operation 'Desert Shield', and performed numerous electronic warfare operations during Operation 'Desert Storm'. F-111A retired during the Summer of 1991, with the EF-111A transferred to

Cannon AFB, New Mexico the following year. The Wing introduced the composite strike concept with the F-15E and F-16C/D in 1991, followed in 1992 by the F-15C/D and KC-135R. A squadron of B-52Gs was added in July 1992, although these were stationed at Castle AFB, California, for ease of operations. The B-52s were retired in 1994 when the squadron converted to the B-1B. The latter were located at Ellsworth AFB, South Dakota, but flew to Mountain Home AFB for operations, before relocating to Mountain Home AFB in 1996. Wing has conducted numerous mixed complement exercises and operations including several deployments to Saudi Arabia for Operation 'Southern Watch', to implement the air exclusion zone above southern Iraq. 366th Wing KC-135Rs were involved in Operation 'Allied Force', operating from RAF Fairford. 366th Wing has been designated as one of two 'On-Call' Aerospace Expeditionary Wings designed to be available to deploy worldwide at very short notice to conduct combat operations.

374th Airlift Wing



Unit Designations

Established as the 374th Troop Carrier Wing, Heavy on 10 August 1948 and activated on 17 August 1948. Inactivated on 1 July 1957. Redesignated 374th Troop Carrier Wing and activated on 27 June 1966. Organized on 8 August 1966. Redesignated 374th Tactical Airlift Wing on 1 August 1967, and 374th Airlift Wing on 1 April 1992. Currently with Pacific Air Forces.

Home Stations

Harmon AFB, Guam 17 Aug 48
Tachikawa (later AB), Japan 5 Mar 49 -1 Jul 57
NahaAB, Okinawa 8 Aug 66
Ching Chuan Kang AB, Taiwan 31 May 71
Clark AB, Philippines 15 Nov 73
Yokota AB, Japan 1 Oct 89 - current

Aircraft Operated

C-54	1948-57	C-46	'49-51/56-57
C-47	1951-57	C-124A	1952-57
C-119	1951/56-57	VB-17G	1951
C-130A	1966-71	C-130E	1971-current
C-9A	1975-current	C-130H	1981-98
C-12F	1984-92	C-21A	1985-93
UH-1N	1992-current		

Unit History

Established to operate Harmon Field, Guam from August 1948 to March 1949 and to provide troop carrier operations in the Pacific and Far East regions. Wing moved to Japan in March 1949 to take control of Tachikawa AB, operating this facility until 1 January 1956. Conducted routine transport operations until the start of the Korean War. Performed combat airlift including aeromedical and parachute airborne delivery throughout the war. Flew repatriated prisoners of war from Korea to Japan in April 1953, and later United Nations prisoners of war from North Korea. Resumed peacetime troop carrier duties. Operated within Indo-China in 1954 in support of the French campaign. Trained Japanese Air Self Defense Force C-46 pilots between November 1954 and May 1955. On 1 July 1957 unit transferred to the Military Air Transport Service and inactivated when replaced by the 1503rd Air Transport Wing. Reactivated in August 1966 to replace the 6315th Operations Group at Naha AB, Okinawa, flying inter-theater airlift as well as operations throughout South East Asia. Flew search and rescue operations in addition to supporting the Army Special Forces. Wing reduced complement for inactivation early in 1971, and from 27 April to 31 May was without aircraft. On 31 May 1971 it replaced the 314th Tactical Airlift Wing at Ching Chuan Kang AB, Taiwan instead of inactivating. Assumed assets of 314th TAW and mission to support SEA commitments. Supported Operation Homecoming, the repatriation of American prisoners from Hanoi, North Vietnam in March 1973. Unit moved to Clark AB, Philippines in November 1973. The wing maintained a forward operating location in Thailand until mid-1976. Involved in the evacuation of Vietnamese orphans and refugees in April 1975. During the recovery of the SS *Mayaguez* from the Cambodians in May 1975, a 374th TAW C-130 dropped a 15,000 lb bomb on Koh Tang Island to clear an area for use as a helicopter landing zone. The wing joined Military Airlift Command on 31 March 1975, gaining the aeromedical airlift role for the Far East. Gained a tactical airlift group in October 1978 to control wing units in Japan and South Korea. Controlled aerial port facilities in South Korea until November 1983, and later had similar duties in the Philippines and Japan. Moved to Yokota AB in October 1989. Provided aircraft and crews for Operations 'Desert Shield' and 'Desert Storm' from December 1990 until July 1991. Provided

aeromedical support and airlift in June 1991 for the evacuation of Clark AB after the eruption of Mount Pinatubo. Wing transferred to Pacific Air Forces in April 1992.

375th Airlift Wing



Unit Designations

Established as the 375th Troop Carrier Wing, Medium on 10 May 1949 and activated in the Reserve on 27 June 1949. Ordered to active service on 15 October 1950. Inactivated

on 14 July 1952. Activated in the Reserve on 14 July 1952. Inactivated on 16 November 1957. Redesignated 375th Aeromedical Airlift Wing and activated on 27 December 1965. Organized on 12 January 1966. Redesignated 375th Military Airlift Wing on 30 March 1990, and 375th Airlift Wing on 1 December 1991. Currently with Air Mobility Command.

Home Stations

Greater Pittsburgh Apt, PA 27 Jun 1949
Greenville (later Donaldson) AFB, SC 16 Oct 50 - 14 July 52
Pittsburgh, PA 14 July 52 - 16 Nov 57
Scott AFB, IL 12 Jan 66 - current

Aircraft Operated

T-6	1949-50	T-7	1949-51
T-11	1949-51	C-46	'49-50, 52-55
C-82A	1950-52	C-45	1951
C-119	1954-57	C-118A	1966-69
C-131A	1966-69	C-121C	1968
C-9A	1968-current	CT-39A	1978-85
C-12F	1984-94	C-21A	1984-current
C-140A	1987-90	C-29A	1990-91

Unit History

Activated to perform reserve flying training, until mobilized in October 1950 for troop carrier operations. Returned to reserve status in July 1952, until inactivated in November 1957. Reformed at Scott AFB in January 1966 to replace the 1405th Aeromedical Military Transport Wing. Performed aeromedical airlift and evacuation within the USA, Caribbean, and offshore areas of the North Atlantic region. Between January 1966 and April 1975 the wing maintained and scheduled support aircraft at Scott AFB, and from August 1966 until April 1975, the wing mostly used aircrews from other Scott based units to provide a scheduled air shuttle and courier service between the east and west coasts. The C-121s used in 1968 were Air National Guard aircraft assigned to the wing upon activation. These returned to state control later in the year. In October 1973, the wing served as an aeromedical evacuation center, assuming the functions previously handled by smaller centers at Scott, McGuire AFB, and Travis AFB. Wing became the single manager for worldwide Department of Defense aeromedical evacuation in April 1975, gaining the duties previously carried out in Germany and the Far East. Wing controlled a Facility Checking Squadron equipped with

the C-140 and, later, the C-29A between October 1987 and September 1991. Assumed responsibility for all active duty US based C-21s in 1997, with responsibility to airlift VIPs of all major commands.

377th Air Base Wing



Unit Designations

Established as the 377th Combat Support Group activated and organized on 8 April 1966. Redesignated 377th Air Base Wing on 17 January 1972. Inactivated on 28 March

1973. Redesignated 377th Combat Support Wing on 1 June 1985 and activated on 14 June 1985. Inactivated on 1 May 1991. Redesignated 377th Air Base Wing and activated on 1 January 1993. Currently with Air Force Materiel Command.

Home Stations

Tan Son Nhut AB, RVN 8 Apr 66 - 28 Mar 73
Ramstein AB, Germany 14 Jun 85 - 1 May 91
Kirtland AFB, NM 1 Jan 93 - current

Aircraft Operated

VC/C-47	1966, 72-73	VC-54	1966
VC-123B/K	1966, 1972	VC/C-118A	1972-73
T-39A	1972-73	A-37B	1972
C-123K	1972	C-7A	1972
EC-47N/P/Q	1972	O-2	1972-73

Unit History

Formed to replace the 6250th Combat Support Group at Tan Son Nhut AB, with responsibility for operations and maintenance at the base from April 1966 to March 1973. Duties included housing numerous tenant organizations including Headquarters Seventh Air Force. Responsibility extended to include Binh Thuy AB between 12 May and 1 July 1970. Provided support for HQ 7 AF with VC-47, VC-54 and VC-123 between June and December 1966. These duties assigned again in September 1971 with base flight C-47, C-54, C-118 and T-39 aircraft, along with C-130s of the 834th Air Division. Elevated to Wing status in January 1972, and gained a tactical mission with the A-37B, EC-47 and O-2. Operated the South East Asia Central Instructor Pilots School between 15 February and November 1972 with the EC/C-47 of the 360th TEWS. Operated a Combat Crew Training School at Phu Cat AB with the C-7 between 15 March and October 1972. A-37s of the 8th SOS flew strike sorties from January to October 1972, while the 9th SOS operated C-47s and O-2s for psychological warfare operations in January and February 1972. O-2s were also operated by the 21st TASS for air liaison and FAC duties from March 1972 to 28 January 1973. UC/C-123s were flown by the 310th TAS between January and June 1972, and C-7s from March to October 1972. Established an operating location from wing headquarters at Bien Hoa AB on 14 April 1972, to provide turn around operations for F-4s from other units. Replaced by Detachment 1 of the wing headquarters on 20 June 1972 for the F-4, with the A-7 being

added on 30 October 1972. Many assets transferred to the South Vietnamese Air Force as the wing phased down operations prior to inactivating. Replaced the 86th Combat Support Group at Ramstein AB on 14 June 1985 until 1 May 1991. Reformed at Kirtland AFB as the host wing on 1 January 1993 without any aircraft directly assigned.

381st Training Group



Unit Designations

Established as the 381st Strategic Missile Wing (ICBM-Titan) and activated on 29 November 1961. Organized 1 March 1962. Inactivated on 8 August 1986. Redesignated 381st

Training Group, Provisional, on 1 April 1994, and 381st Training Group on 30 September 1994. Currently with Air Education and Training Command.

Home Stations

McConnell AFB, KS 1 Mar 62
Vandenberg AFB, CA 1 Apr 94 - current

Aircraft Operated

Titan II ICBM 1962-86

Unit History

The unit received its first Titan II in January 1963 and placed missiles on alert from July 1963. Became the host organization at McConnell on 1 July 1972. Titan missile phased out of service in favor of the Minuteman III and Peacekeeper, with the unit inactivating in August 1986. Reformed in April 1994 to train crews to operate Intercontinental Ballistic Missile systems in silos. The unit also trains maintenance personnel for ICBMs and for air-launched cruise missiles. The unit has no aircraft assigned.

A trio of squadron commander's F-16CGs from the 388th FW, based at Hill AFB, Utah. The three squadrons are 421 nd FS, 34th FS, and 4th FS.
USAF Official



388th Fighter Wing



Unit Designations

Established as the 388th Fighter-Day Wing on 23 March 1953. Redesignated 388th Fighter-Bomber Wing on 5 November 1953 and activated on 23 November 1953. Inactivated on 10 December 1957. Redesignated 388th

Tactical Fighter Wing and activated on 1 May 1962. Organized on 1 October 1962. Inactivated on 8 February 1964. Activated on 14 March 1966 and organized on 8 April 1966. Redesignated 388th Fighter Wing on 1 October 1991. Currently with Air Combat Command

Home Stations

ClovisAFB, NM 23 Nov 53 - 28 Nov 54
Etain-Rouvres AB, France 12 Dec 54 - 10 Dec 57
McConnell AFB, KS 1 Oct 62 - 8 Feb 64
Korat RTAFB, Thailand 8 Apr 66 - 23 Dec 75
Hill AFB, UT 23 Dec 75 - current

Aircraft Operated

F-86F 1954-57	F-100D/F 1957,1962-4
F-105D/F '63-64/66-69	F-105F/G 1970-74
F-4E 1968-74	F-4D 74-75,76-80
EB-66C/E 1970-74	EC-121D/R 1970-71
EC-130E 1972-74	A-7D 1973-75
AC-130H 1974-75	F-16A/B 1979-90
F-16C/D 1989-current	

Unit History

Formed as a Fighter-Bomber unit in New Mexico before relocating to Europe. Assigned to USAFE until December 1957 when it was replaced by the 49th FBW. Reformed at McConnell AFB with the F-100 briefly before converting to the F-105. Replaced by the 23rd TFW in February 1964. Reformed at Korat RTAFB in April 1966 replacing the 6234th TFW. Flew combat missions from April 1966 until August 1973, initially with the F-105 and later with the F-4. Primary missions were interdiction, direct air support, armed reconnaissance and fighter escort duties. Wing added special purpose aircraft later in the Vietnam War, including the EC-121,

with aircraft detached from other units for the 'College Eye' Task Force (see under 552nd Air Control Wing for more details). Following the ceasefire in August 1973, the Wing conducted an intensive training program to maintain combat readiness, while continuing to fly electronic surveillance and intelligence gathering missions. Provided air cover and escort during the US evacuation of Phnom Penh, Cambodia, and similar duties in April 1975 shortly before the fall of South Vietnam. Participated in the rescue of the crew of the USS *Mayaguez* from the Cambodians in May 1975. Moved to Hill AFB in December 1975 in readiness for peacetime operations with the F-4. Became the first operational USAF F-16 wing in January 1979, and conducted conversion training for F-16 instructors and provided replacement training for new pilots converting to the type. Flew combat missions during Operation 'Desert Storm' early in 1991. Wing continued to rotate to the Middle East to implement the UN air exclusion zone over southern Iraq. 388th FW has been designated as one often Aerospace Expeditionary Force Lead Wings (Combat) which will hold a three month alert status to deploy worldwide for operations.

412th Test Wing



Unit Designations

Established as the 412th Fighter Group (Single Engine) on 20 November 1943 and activated on 29 November 1943. Inactivated on 3 July 1946. Redesignated 412th Fighter

Group (Air Defense) on 20 June 1955 and activated on 18 August 1955. Inactivated on 1 April 1960. Redesignated 412th Tactical Fighter Group on 31 July 1985 but remained inactive. Consolidated on 1 October 1992 with the 6510th Test Wing which was established and activated on 1 March 1978. Redesignated 412th Test Wing on 2 October 1992. Currently with Air Force Materiel Command

A pair of 412th TW F-117AS and a B-2A in a rare formation sequence. The two types serve as the primary stealth, or low-observable platforms with ACC. USAF Official



Home Stations

Muroc, CA	29 Nov 43
Palmdale AAFld, CA	1 Jun 44
Bakersfield MAP, CA	11 Oct 44
Santa Maria AAFld, CA	10 July 45
Mar Field, CA	C 29 Nov 45 - 3 Jul 46
Wurtsmith AFB, MI	18 Aug 55 - 1 Apr 60
Edwards AFB, CA	1 Mar 78 - current

Aircraft Operated

A wide variety of test aircraft from 1943-46, such as the P-59A and P-80.

F-89	1955-60	T-33A	1955-60
TF/F-102A	1956-60	F-101B/F	1959-60

From 1978 (as the 6510th TW) the unit has tested and operated various types including:

A-7F	YA-9A	YA-10A/B	OA-37B
B-1A/B	B-2A	B-52G/H	C-17A
EC-18B/D	C-23A	AC-130U	DC-130H
MC-130H	NC-130H	C-130J	NC-131H
C-135E	KC-135E	NC-135A/B	NKC-135A/E
F-4C/D/E	F-15A/B/C/D	F-15E	YF-15A
F-16A/B/C/D	NF-16A	YF-22A	F-111
F-117A	YF-117A	UH-1N	HH-53H
MH-53J/M	HH-60G	MH-60G	SR-71A/B
NT-33A	T-38A/C	AT-38B	NT/T-39A
T-46A	U-2R/S	U-6A	

Unit History

The original 412th Fighter Group, which was the first US jet fighter unit to be activated, was primarily concerned with experimental testing of the P-59A and P-80 evaluation. The unit developed instruction programs and performed training of air and ground crews for other units transitioning to jet aircraft until inactivated on 3 July 1946. Activated at Wurtsmith AFB with the role of air defense, it operated the F-89, followed by the F-102 and later the F-101 until inactivated in April 1960. Replaced the 6510th Test Wing at Edwards AFB in October 1992 as the primary test and evaluation component of the Air Force Flight Test Center (AFFTC) with a mixed complement. Operates the Air Force Test Pilot School (TPS) which trains students from the US and other air arms. Wing provides facilities at Edwards AFB and elsewhere for manufacturers to work alongside the Air Force during the test and evaluation phase of new and modified weapons systems.

436th Airlift Wing



Unit Designations

Established as the 436th Troop Carrier Wing, Medium on 10 May 1949 and activated in the Reserve on 27 June 1949. Ordered to active service on 1 April 1951. Inactivated on 16

April 1951. Reactivated in the Reserve on 18 May 1955. Inactivated on 15 May 1958. Redesignated 436th Military Airlift Wing and activated on 27 December 1965. Organized on 8 January 1966. Redesignated 436th Airlift Wing on 1 December 1991. Currently with Air Mobility Command.

Home Stations

GodmanAFB, KY	27 Jun 49
Standiford MAP (later Standiford Field), KY	20 Oct 50 - 16 Apr 51
New York NAS (later USNAS New York), NY	18 May 55 - 15 May 58
Dover AFB, DE	8 Jan 66 - current

Aircraft Operated

C-45	1949	T-7	1949-51
T-11	1949-51	C-47	1949-51
T-28	1955	T-33A	1955
C-45	1955-57	C-46	1955-57
C-119	1957	C-124C	1966-69
C-133A	1966-71	C-141A	1966-73
C-5A	1971-current	C-5B	1987-current

Unit History

Formed as a Reserve troop carrier wing under the supervision of the 2236th Air Force Reserve Training Center between June 1949 and April 1951, and the 2230th Air Reserve Flying Center between May 1955 and November 1957. Ordered to active service but inactivated almost immediately, with personnel distributed to other units. Reformed in January 1966 to replace the 1607th Air Transport Wing as the MAC host unit at Dover AFB. Equipped with the C-124, C-133 and C-141. C-124s retired or transferred to the reserves. C-133s retired *en masse* in 1971 with the arrival of the first C-5s. C-141s also transferred to other units, with the Wing operating the C-5 solely. Wing served Europe and the Middle East primarily, but also flew resupply missions to South East Asia during late 1960s and early 1970s. C-5s also flew numerous missions to the Middle East during Operations 'Desert Shield' and 'Desert Storm'. Unit has been tasked with vast numbers of worldwide airlift duties, including aeromedical evacuation, humanitarian relief, and diplomatic flights.

437th Airlift Wing



Unit Designations

Established as the 437th Troop Carrier Wing, Medium on 10 May 1949 and activated in the Reserve on 27 June 1949. Ordered to active service on 10 August 1950. Inactivated

on 10 June 1952. Reactivated in the Reserve on 15 June 1952. Inactivated on 16 November 1957. Re-designated 437th Military Airlift Wing and activated on 27 December 1965. Organized on 8 January 1966. Redesignated 437th Airlift Wing on 1 October 1991. Currently with Air Mobility Command.

Home Stations

Chicago-Orchard Apt (later O'Hare Field, and Chicago IAP)	27 Jun 49
Shaw AFB, SC	14 Aug 50 - 16 Oct 50
Brady Field, Japan	8 Nov 50 - 10 Jun 52
O'Hare IAP, IL	15 Jun 52 - 16 Nov 57
Charleston AFB, SC	8 Jan 66 - current

Aircraft Operated

T-7	1949-50	T-11	1949-50
C-46	1949-57	C-47	1955-57
C-119	1957	C-124C	1966-69
C-130E	1966-67	C-141A	1966-80
C-5A	1970-73	C-141B	1980-current
C-17A	1993-current		

Unit History

Formed as a Reserve troop carrier wing under the supervision of the 2471st Air Force Reserve Training Center while operational between June 1949 and November 1957. Unit was mobilized for active duty between August 1950 and June 1952. Flew combat airlift missions during the Korean War. Reformed in January 1966 at Charleston AFB to replace the 1608th Air Transport Wing operating the C-124C, C-130E and C-141 A. Primary area of operations was Europe and the Middle East, although the unit flew numerous supply sorties to South East Asia. Participated in operations in Grenada between October and December 1983, Panama December 1989, as well as Operations 'Desert Shield' and 'Desert Storm' during 1990 and 1991. Wing also assumed the role of low level special operations delivery with C-141Bs modified especially for the task. Commenced re-equipment with the C-17A Globemaster III in 1993 with the last of 48 aircraft arriving in June 1999.

463rd Airlift Group



Unit Designations

Established as the 463rd Troop Carrier Wing, Medium on 1 December 1952 and activated on 16 January 1953. Redesignated 463rd Troop Carrier Wing, Assault on 1 October 1962,

463rd Troop Carrier Wing, Medium on 15 May 1965, 463rd Troop Carrier Wing on 8 December 1965 and 463rd Tactical Airlift Wing on 1 August 1967. Inactivated on 31 December 1971, and reactivated on 1 June 1972. Inactivated on 1 October 1993. Redesignated as the 463rd Airlift Group and activated on 1 April 1997. Currently with Air Mobility Command.

Home Stations

Memphis MAP, TN	16 Jan 53
Ardmore AFB, OK	1 Sep 53
Sewart AFB, TN	15 Jan 59
Langley AFB, VA	1 July 63 - 22 Nov 65
Mactan Isle Afd, Philippines	23 Nov 65
Clark AB, Philippines	15 Jul 68 - 31 Dec 71
Dyess AFB, TX	1 Jun 72 - 1 Oct 93
Little Rock AFB, AR	1 Apr 97 - current

Aircraft Operated

C-46	1953	C-119	1953-57
YC-122	1954-55	C-122	1955
C-123B	1955-57	C-130A	1956-59
C-1SOB	1959-71	C-118A	1968,70-71
C-124C	1970-71	C-7A/B	1972
C-130E	1972-75	C-130H	1975-93
C-130E/H	1997-current		

Unit History

Performed airlift, airdrop, cargo and special operations for the USAF and US Army from 1953 to 1965. Supported forces deploying in response to crises to Lebanon in July 1958, Taiwan August 1958, Berlin September 1961, Cuba October and November 1962, the Gulf of Tonkin August to December 1964, and the Dominican Republic April to September 1965. Moved to the Philippines in November 1965, and assumed responsibility for operating C-130 combat airlift support units at Tan Son Nhut AN, RVN (later det 5, 315th Air Division), and det 2 (later det 9), 315th Air Division at Clark AB through 1968. Furnished aircraft and crews to South East Asia on 3 December 1965 under operational control of the 315th Air Division until October 1966, and 834th Air Division from October 1966 until October 1971. Flew aeromedical evacuation missions from February 1970 until December 1971. Ceased operations in SEA on 25 October 1971 in preparation for inactivating. Reformed at Dyess AFB, Texas, in June 1972 replacing the 516th TAW. Re-equipped with the C-130H in 1975. Inactivated in 1993 when assets transferred to the 7th Wing at Dyess consolidating all flying duties under a single manager. Transferred to AMC on 1 April 1997 with the 463rd reforming as an Airlift Group and tenant unit status at Little Rock AFB.

509th Bomb Wing



Unit Designations

Established as the 509th Bombardment Wing, Very Heavy on 3 November 1947 and organized on 17 November 1947. Redesignated 509th Bombardment Wing, Medium on 1

August 1948, 509th Bombardment Wing, Heavy on 2 April 1966, 509th Bombardment Wing, Medium on 1 December 1969, 509th Bombardment Wing, Heavy on 30 September 1990, and 509th Bomb Wing on 1 September 1991. Currently with Air Combat Command.

Home Stations

Roswell AAFld (later

Walker AFB), NM	17 Nov 47
Pease AFB, NH	1 July 58
Whiteman AFB, MO	30 Sep 90 - current

Aircraft Operated

F-51	1947-48	F-84	1948
B-29#	1947-52	KB-29M	1948-51
B-50D	1949-55	KB-29P	1951-54
KC-97G	1954-65	B-47E	1955-65
B-52D	1966-69	B-52C	1968-69
KC-135A	1966-90	FB-111A	1970-90
T-38A	1993-current	B-2A	1993-current

Unit History

Established as a B-29 unit which was also equipped with the F-51 and soon afterwards the F-84 for bomber escort duties. Added an air refueling capability, initially with the B-29M hose and drogue type attachment, but from 1951 with the KB-29P boom style of connection. Unit performed training in the

bombardment and aerial refueling roles between 1949 and 1958. Re-equipped with the B-47 in 1955. Began phase down of operations and assets in late 1965 prior to inactivation, although reprieved and instead switched to the B-52 and KC-135 in 1966. Sent KC-135 aircraft and crews to South East Asia at various times between November 1966 and December 1975. B-52 operations were also performed in SEA from November 1966 to September 1969 and again from 1970. Unit converted to the FB-111A in 1970 and operated an alert commitment until September 1990. Following the retirement of the FB-111A, the unit relocated to Whiteman AFB in September 1990 to become the sole active duty operator of the B-2 stealth bomber. Unit not manned until April 1993, with the first B-2 being delivered to the Wing on 17 December 1993, exactly 90 years to the day after the Wright Brothers' first flight. Made its combat debut during Operation 'Allied Force' with dozens of sorties being flown from home base non-stop to the Balkans to deliver Joint Direct Attack Munitions (JDAMs) against selected targets.

552nd Air Control Wing



Unit Designations

Established as 552nd Airborne Early Warning and Control Wing on 30 March 1955 and activated on 8 July 1955. Redesignated 552nd Airborne Early Warning and Control

Group on 1 July 1974. Inactivated on 30 April 1976. Redesignated 552nd Airborne Warning and Control Wing on 5 May 1976 and activated on 1 July 1976. Redesignated 552nd Airborne Warning and Control Division on 1 October 1983, 552nd Airborne Warning and Control Wing on 1 April 1985, and 552nd Air Control Wing on 1 October 1991. Currently with Air Combat Command.

Home Stations

McClellan AFB, CA	8 Jul 55 - 30 Apr 76
Tinker AFB, OK	1 Jul 76- current

Aircraft Operated

RC-121C/D '55-9, '61-3	TC-121C	1959-61/68	
TC-121G	1967-69	EC-121D	1963-70
C-121G	1967-76	EC-121R	1969-71
EC-121Q	1963-75	EC-121T	1970-76
EC-130E	76-85,'92-94	WC-135B	1977-82
E-3A	1977-87	E-3B	1984-current
E-3C	1984-current	EC-135K	79-86,'92-96
C-135E	1983-96	EC-130H	1983-85
TC-18E	1984-98	T-37B	1993-95

Unit History

The unit was formed at McClellan AFB to furnish a wide variety of squadrons, detachments and operating locations worldwide to extend air defense radar coverage and fighter control beyond the range of land based installations. Operated aircraft from McCoy AFB, Florida, between October and December during the 1962 Cuban missile crisis. Aircraft were deployed to South East Asia continually

between April 1965 and August 1973 as part of the 'Big Eye' Task Force (later 'College Eye' Task Force). Unit redesignated as a Group in July 1974 due to a reduction in mission and assets. Inactivated for two months while the unit transitioned from the EC-121 to the E-3 and moved from McClellan AFB to its new home at Tinker AFB. Upgraded to Division status in October 1983, but reverted to a wing in April 1985. Unit has functioned as an airborne early warning, surveillance, command, control and communications, and battlefield link for all branches of the US armed forces as well as for numerous allies. Rotates aircraft to bases in Saudi Arabia and Turkey, as well as being included in most aviation related exercises. Wing was involved in the training of NATO E-3 crews prior to the establishment of the NATO Airborne Early Warning Wing in Europe. Unit flew around the clock coverage throughout Operations 'Desert Shield' and 'Desert Storm' and has continued to monitor airborne activities above Iraq as part of the United Nations air exclusion zone resolution. Flew ABCCC sorties during Operation 'Urgent Fury', the invasion of Grenada in November 1983, and Panama in December 1989. Aircraft were part of the airborne early warning team for Operation 'Allied Force' in the Balkans during the first half of 1999. Wing personnel are among those who spend most time away from home base.

Terminology

Brief explanatory notes are given here for certain terms that appear frequently throughout this section. These terms are the same as used by the Air Force.

Activate: to be brought into physical existence by the assignment of personnel. Term used from 1922 until 1959 and from 1968 to date. During the period 1959 to 1968, the term meant to place on the active list as being available to be organized.

Assign: to place in a military unit, either permanently or as a component.

Attach: to place one military unit temporarily with another for operational control. This usually means being temporarily away from the establishment to which it is normally assigned.

Authorize: used during the 1920s and early 1930s to designate a unit and place it on the inactive list held for emergency duty. *Consolidate*: to combine two or more units, merging their components into one.

Designate: to assign an official name or numerical identity.

Designation: official name or numerical identity of the unit.

Disband: to remove an inactive unit.

Disestablish: to terminate a unit at the same time as the disbandment of its headquarters organization.

Establish: to assign a designation to a unit at the same time as its headquarters,

Inactive: to withdraw all personnel from a unit, prior to it being declared inactive.

Organize: to assign personnel to a unit, thereby bringing it into being.

Reconstitute: to return a disbanded unit to the inactive list, enabling it to be activated when required.

Redesignate: to change the name or numerical identity of a unit.

Re-establish: to return a previously existing unit from disestablished status to the active list so it can be activated,

Unit: a term applied to an organized body of all descriptions (Flights, Squadrons, Groups, Wings, and Numbered Air Forces),



509th Bomb Wing B-2A 82-1069 *Spirit of Indiana* carries unit code (not tail code, as the B-2 has no tail) on the main undercarriage door. It is seen here taxiing to its parking spot at the Royal International Air Tattoo, held at RAF Fairford, July 1999. Bob Archer

The latest configuration to the E-3 fleet operated by the 552nd ACW, is the addition of the electronic support measures, installed aft of the crew entry door, nose, and rear fuselage. The system provides extensive coverage of threats to the AWACS, enabling the sensor operators to concentrate on their monitoring duties. Bob Archer



Current Aircraft Types and their Designations



Designations

The Air Force operates almost fifty different aircraft types to fulfil its missions. The system currently in use to identify each mission type for its aircraft was standardised in 1962 for all the US armed forces, and is quite straightforward. It consists of a single letter to denote the basic role, as follows:

- A Attack [eg: A-10]
- B Bomber [eg: B-2]
- C Transport [eg: C-130]
- E Electronic surveillance [eg: E-3]
- F Fighter [eg: F-15]
- H Helicopter [eg: H-53]
- L Laser [eg: AL-1]
- M Missile [eg: LGM-118]
- O Observation [eg: O-2 - no longer in service]
- P Patrol [eg: P-3 - none in USAF service]
- Q Unmanned aerial vehicle (UAV) [eg: RQ-1]
- R Reconnaissance [eg: SR-71 - no longer in service]
- S Anti-submarine [eg: S-3 - none in USAF service]
- T Trainer [eg: T-6]
- U Utility [eg: U-2]
- V V/STOL (Vertical/Short Take Off and Landing) [eg: UV-18]
- X Experimental [eg: X-15 - no longer in service]

Some of these designations are also used as a prefix to denote a different primary mission to the basic role. For example the A-10A is currently the only dedicated ground attack aircraft in USAF service. A large

number were retasked for the forward air controller mission, with the 'observation' prefix being applied to become the OA-10A. There have also been instances where aircraft have had two prefix letters, such as the GKC-135A indicating a retired KC-135A, now employed as a ground instructional training airframe. The prefixes currently in use are as follows:

- A Attack [eg: AC-130]
- C Transport [eg: CT-43]
- D Drone launch and control [eg: DC-130 - no longer in service]
- E Electronic [eg: EC-130]
- F Fighter [eg: FB-111 - no longer in service]
- G Ground training airframe [eg: GKC-135]
- H Search and rescue [eg: HC-1 SON]
- J Temporary test [eg: JB-50 - no longer in service]
- K Aerial refueling tanker [eg: KC-10]
- L Cold weather operations/ski equipped [eg: LC-130]
- M Special operations [eg: MH-53]
- N Permanent test [eg: NKC-135]
- O Observation [eg: OC-135]
- P Piloted drone [eg: PQM-102 - no longer in service]
- Q Unmanned aerial vehicle (UAV) [eg: QF-4]
- R Reconnaissance [eg: RQ-1]
- T Trainer [eg: TC-135]
- U Utility [eg: UV-18]
- V VIP transport [eg: VC-25]
- W Weather reconnaissance [eg: WC-135]
- Y Prototype or service test [eg: YAL-1]

Exceptions to the rule are the CV-22, which will be the AF Special Operations Command version of the Osprey, while the MV-22 will be the version for the US Marine Corps. A different series of prefixes have been assigned to the strategic missiles, details of which are presented within the munitions section of this book, commencing on page 139.

Originally the various branches of the Department of Defense allocated designations within their own system. It was commonplace for aircraft of the same type and with the same mission, for example, to be allocated a completely different designation within Air Force service, from that applied by the Navy. An integrated system was introduced in 1962, based on that in use by the Air Force, to eliminate this bewildering duplication. The Air Force system, which followed that in use by the Army prior to 1947, was to allocate a single letter for the basic role, i.e. B for bomber, followed by the number 1, 2, 3 and so on for each new type as it was introduced into service. The C (cargo) and F (fighter) series both encompassed so many different aircraft types, that they exceeded the hundred mark. Many of these were prototypes which did not see operational service. During the latter half of the 1960s the Department of Defense began to reallocate designations for types which had long since been retired from service. For example the F-15 Eagle was allocated the same designation as the Northrop F-15 Reporter, while the C-5 Galaxy designation had previously been assigned to the single Fokker C-5 obtained by the Army in 1929.

The reserves operate a large number of Thunderbolts, including the 190th FS, Idaho Air National Guard. A-10A 80-0218 code 'ID' is taxiing at Boise Air Terminal with a AN ALQ-119 ECM pod beneath the wing. Peter Rolt

A-10A 80-185 'WA' of the 57th Wing from Nellis AFB, Nevada, demonstrates the firing capabilities of the 30 mm GAU-8/A cannon at a target on the vast Nellis range complex. USAF Official

Close-up of the tail of 62nd AW C-17 98-0053 showing the serial presentation for aircraft assigned to Air Mobility Command. Bob Archer



Many aircraft display their full designation stenciled beneath the cockpit on the port side in the 'technical data block'. The block also provides the full aircraft serial, and other data as a guide for maintenance personnel, although with such a much reduced number of aircraft in service, it is unlikely this is required very often.

Serial numbers

The individual aircraft serial number is the primary form of identification for all aircraft in USAF service. The first two numbers indicate the fiscal year in which the individual aircraft was ordered, and is normally followed by a hyphen and consecutive numbers beginning -0001. For example the first batch of KC-10As ordered in fiscal year 1979 were allocated the serial numbers 79-0433 and 79-0434. Traditionally batches of serials have been allocated in strict numerical order, which has resulted in some aircraft types having batches which almost duplicate one another. An example of this is the F-4E batch 69-0236 to 69-0307 which was followed by 69-7201 to 69-7303. More than 70 aircraft from the first batch had the same fiscal year and 'last three' as the latter batch. Missiles were also allocated individual serials within the same system, resulting in thousands of serial numbers being allocated during certain fiscal years, although only a few hundred of these were aircraft. To add further confusion, the US Army also had a similar system, which dovetailed in with that of the Air Force until 1967 when the former elected to allocate their helicopters and aircraft with the fiscal year followed by a numerical sequence beginning -10000. However the vast procurement of equipment

for the Vietnam War caused this new system to overload in no time, and from 1971 the Army system was changed again to one commencing -20000. Whereas the Air Force serial allocation began at -0001 for each fiscal year, the Army system began where each preceding year had stopped. For example if the last Army serial for fiscal year 1978 was 78-23186, a UH-1H procured through the foreign military sales system for the Philippines. The next allocation was 79-23187, an AH-1S for the US Army. This appeared to work well until the 1990s when more and more Army allocations began to return to the Air Force method. The Air Force also relaxed its rigid policy of 'next in line' allocations, with several Air National Guard and Air Force Reserve C-130 units being provided with 'personalized numberplates' for their wing or squadron. For example the three fiscal year 1990 C-130H batches consisted of 90-1057 to 90-1058, 90-1791 to 90-1798 and 90-9107 to 90-9J08. The first and second batches for two and eight aircraft, respectively, were for the 105th Airlift Squadron, Tennessee ANG and 179th Airlift Wing, Ohio ANG, while final two aircraft were for the 910th Airlift Wing at Youngstown, Ohio with AFRC. Note how the unit designation was incorporated into the serial allocation.

Presentation of serial numbers on aircraft has differed between Commands. Tactical Air Command, and its successor Air Combat Command have chosen to display the last two numbers of the fiscal year in small digits below the letters AF, followed by the last three of the serial applied in larger numerals. RC-135W 63-9792, for example, has AF63-792 displayed on the tail, but with the full serial presented on the technical data block. Most of the other Stateside-based commands have adopted a less complicated method involving the last number of the fiscal year and all four numbers of the serial. For example C-17A 98-0053 simply has 80053 on the tail. There are anomalies, as the Air Force acquired some HH-60G helicopters which were originally allocated to the Army as UH-60s. The Army serial allocations were retained by the Air Force, with various combinations of serial presentation on the vertical stabilizer.

In recent years the Air Force has placed multi-year orders with manufacturers enabling vast savings to be made. Accordingly the Air Force has allocated consecutive serial batches preceded by the appropriate fiscal year. The C-17A is a perfect example, with 80 aircraft ordered from fiscal years 1997 through to 2003. The first eight are allocated serials

97-0041 to 97-0048, followed by the next nine as 98-0049 to 98-0057, and 13 more as 99-0059 to 99-0070 and so on.

Aircraft Types

The aircraft types currently in service, or planned, are presented here within mission designation order, commencing with the A-10. Details of design, development and service history are included, together with the types of munitions which are carried for those aircraft with a combat mission. Serial batches are listed, along with aircraft which have been converted to other tasks, although modified types no longer in service have been omitted. Where possible complete aircraft batches are listed, although some have yet to be confirmed, and are noted as such. Aircraft which have been built for overseas customers and allocated serials within the recognized system are not included as these are outside of the scope of this publication. Likewise cancelled batches are also omitted. The unit structure for each aircraft type was that in place on 1 January 2000.

Fairchild Republic A-10 Thunderbolt II

The A-10 was designed as a simple, rugged, survivable twin-engined ground attack aircraft in which the pilot was encased in a titanium 'bathtub' for protection. The primary role was close air support for ground forces, in particular to be effective against tanks and other armored vehicles. The prototype flew in February 1975, with production aircraft entering service later in the year. A total of 713 were produced before the final example was delivered in March 1984. Tactical Air Command received the bulk of production, along with the United States Air Forces in Europe who operated six squadrons within the 81st TFW. These were split between the two bases at RAF Bentwaters and Woodbridge, with more than 200 different aircraft being assigned from 1978 when the first examples arrived, until 1993 when the last Thunderbolts departed. The Pacific Air Forces squadrons have received the A-10, while the Air National Guard and Air Force Reserve Command operate more than 100 examples. The bulk of these were received new to enable the two organisations to be compatible with the active duty Air Force.



Towards the middle of the 1980s the Air Force decided that it no longer required such a large number of aircraft dedicated to the single anti-armor mission. Plans were made to retire many A-10s from active duty service, leaving the majority of those remaining to be operated by the Reserves. The decision enabled surplus aircraft to be redesignated as OA-10As to replace the OV-10A in the forward air control mission, with the first of these entering service in mid 1987. Approximately 160 Thunderbolts became OA-1 OAs, although these received no structural changes for this role.

The A-10 proved to be particularly effective in the anti-armor role during Operation 'Desert Storm', destroying hundreds of Iraqi tanks, artillery pieces and military vehicles. Most of the participating A-1 Os returned to their home bases with impressive mission tallies displayed. This resulted in a rapid re-evaluation of the retirement plans, with several active duty squadrons retaining the type. The re-evaluation has seen the planned retention of the A-10 until airframes have accumulated 8,000 hours which is expected to be achieved around FY2005. However this has been further revised to 12,000 hours which will be approximately FY2016. The latest evaluation has resulted in a further revision to keep the fleet active through to FY2028. To enable the A-10 to remain in service for this protracted period, the Air Force may remove 36 aircraft from storage and return them to flying duties. A host of upgrades are planned, although not all have been funded at present. These include a situational awareness data link, a moving map display, and an improved radar warning receiver. A common missile warning system with pilot warning and automatic countermeasures response is planned. An air data recorder is to be fitted in 40 A-10s to document stress and load factors during typical missions for analysis in maintaining a viable fleet for the projected life expectancy. Future enhancements include compatibility with the helmet mounted cueing system, an improved targeting pod, infrared shielding, and integration with the new AIM-9X Sidewinder missile.

Stateside-based A-10 units have rotated to Kuwait as part of the commitment by the USA to deter any further Iraqi incursions into neighboring territory. The reservists have also deployed for peacekeeping duties in Europe and the Middle East regularly throughout the last decade. The type was also active during Operation 'Allied Force' in 1999, with USAF aircraft being bolstered by four ACC examples and 18 from the reserves. Most were stationed in Italy, although three flew forward air control duties from Tazsar in Hungary

The active duty operates approx 130 A-1 OA along with 90 OA-1 OAs. AFRC has roughly 26 A-1 OAs and 24 OA-1 OAs, while the ANG operates 78 A-1 OAs and 25 OA-1 OAs. The Air Force has indicated it may remove 36 A-10s from storage to increase the fleet sometime in the current decade. The manufacturer modified the third YA-10A to YA-10B standard with the addition of a second cockpit as a two seat trainer. However, after a series of trial with the Air Force Flight Test Center the development was abandoned.

ACC conducts its own aircrew conversion which is carried out by the 355th Wing at Davis-Monthan AFB, Arizona. The 23rd Fighter Group at Pope AFB,

North Carolina has two squadrons while the 347th Wing at Moody AFB, Georgia has one squadron, although this unit is due to transfer its aircraft elsewhere in 2000. PACAF has two A-10 squadrons while USAF has one. The rest are operated for test and evaluation, while the reserves can muster three squadrons with AFRC and six with the ANG. Approximately 80 have been lost in accidents, while a further 180 have been retired for storage.

Munitions

CBU-52, CBU-58, CBU-71, CBU-87, CBU-89, CBU-97, Mk20 Rockeye II Cluster bombs, Mk.82 (SOOb), Mk.84 (2,000lb), Mk.77 incendiary, GBU-10 & GBU-12 laser guided bombs, GBU-16, GBU-24, AGM-65 Maverick, AIM-9 Sidewinder missile

Serial Batches

YA-10A	71-1369 to 71-1370	73-1664 to 73-1669
	[73-1664 to YA-1 OB two seat prototype]	
A-10A	75-0258 to 75-0309	76-0512 to 76-0554
	77-0177 to 77-0276	78-0582 to 78-0725
	79-0082 to 79-0225	80-0140 to 80-0283
	81-0939 to 81-0998	82-0646 to 82-0665

Aircraft redesignated as OA-10A:

75-0309, 76-0529, 76-0532, 76-0533, 76-0534, 76-0537, 76-0549, 77-0177, 77-0178, 77-0183, 77-0185, 77-0186, 77-0187, 77-0190, 77-0191, 77-0198, 77-0200, 77-0204, 77-0207, 77-0209, 77-0210, 77-0212, 77-0213, 77-0218, 77-0219, 77-0222, 77-0265, 77-0270, 78-0586, 78-0611, 78-0625, 78-0629, 78-0634, 78-0655, 78-0662, 78-0682, 78-0686, 78-0694, 78-0700, 78-0701, 78-0702, 78-0707, 79-0082, 79-0094, 79-0095, 79-0105, 79-0106, 79-0111, 79-0134, 79-0143, 79-0164, 79-0178, 79-0179, 79-0185, 79-0186, 79-0189, 79-0190, 79-0191, 79-0192, 79-0193, 79-0195, 79-0197, 79-0206, 79-0211, 79-0219, 80-0140, 80-0144, 80-0145, 80-0151, 80-0152, 80-0157, 80-0159, 80-0162, 80-0163, 80-0165, 80-0167, 80-0172, 80-0173, 80-0178, 80-0179, 80-0184, 80-0186, 80-0187, 80-0194, 80-0196, 80-0197, 80-0204, 80-0206, 80-0208, 80-0212, 80-0213, 80-0214, 80-0218, 80-0220, 80-0221, 80-0222, 80-0224, 80-0229, 80-0230, 80-0233, 80-0236, 80-0237, 80-0238, 80-0239, 80-0240, 80-0241, 80-0243, 80-0244, 80-0245, 80-0247, 80-0248, 80-0249, 80-0250, 80-0251, 80-0253, 80-0254, 80-0255, 80-0256, 80-0257, 80-0258, 80-0259, 80-0270, 80-0275, 80-0277, 80-0278, 80-0280, 80-0283, 81-0939, 81-0941, 81-0944, 81-0947, 81-0948, 81-0949, 81-0952, 81-0953, 81-0956, 81-0964, 81-0967, 81-0969, 81-0970, 81-0971, 81-0973, 81-0977, 81-0978, 81-0979, 81-0981, 81-0987, 81-0990, 81-0991, 81-0995, 82-0647, 82-0649, 82-0652, 82-0653, 82-0657, 82-0659, 82-0660, 82-0661, 82-0662, 82-0663, 82-0664

Current Unit Assignments

ACC					
53rd Wing	422nd TES	Nellis AFB, NV	A-10A	'OT'	
57th Wing	AI O Div	Nellis AFB, NV	A-10A	'WA'	
23rd FG	74th FS	Pope AFB, NC	OA/A-10A	'FT'	
	75th FS	Pope AFB, NC	OA/A-10A	'FT'	
347th Wing	70th FS	Moody AFB, GA	OA/A-10A	'MY'	
355th Wing	354th FS	Davis-Monthan AFB, AZ	OA/A-10A	'DM'	
	357th FS	Davis-Monthan AFB, AZ	OA/A-10A	'DM'	
	358th FS	Davis-Monthan AFB, AZ	OA/A-10A	'DM'	
AETC					
82nd TRW	nil	Sheppard AFB, TX	GA-10A	'ST'	
AFMC					
46th TW	39th FTS	Eglin AFB, FL	OA/A-10A	'ET'	
AFRC					
442nd FW	303rd FS	Whiteman AFB, MO	OA/A-10A	'KC'	
917th Wing	47th FS	Barksdale AFB, LA	OA/A-10A	'BD'	
926th FW	706th FS	NAS New Orleans, LA	OA/A-10A	'NO'	
PACAF					
51st FW	25th FS	Osan AB, RoK	OA/A-10A	'OS'	
354th FW	355th FS	Eielson AFB, AK	OA/A-10A	'AK'	
USAFE					
52nd FW	81st FS	Spangdahlem AB, Germany	OA/A-10A	'SP'	
ANG					
103rd FW	118th FS	Bradley IAP, CT	OA/A-10A	'CT'	
104th FW	131st FS	Barnes MAP, MA	OA/A-10A	'MA'	
110th FW	172nd FS	Battle Creek ANGB, MI	OA/A-10A	'BC'	
111th FW	103rd FS	NAS Willow Grove JRB, PA	OA/A-10A	'PA'	
124th FW	190th FS	Boise AT, ID	OA/A-10A	'ID'	
175th FW	104th FS	Martin State AP, MD	OA/A-10A	'MD'	

Rockwell B 1 Lancer

The original highly complex B-1A program was canceled by the Carter administration during the late seventies as a cost cutting measure. However President Ronald Reagan revived the program but in a simplified format. The new aircraft emerged as the B-1B, designed to be a long range strategic bomber, capable of flying intercontinental range missions and penetrating present and predicted enemy air defenses. The role was primarily that of nuclear weapons delivery, although the subsequent dismantling of the Warsaw Pact and the reduction in tension between the Soviet Union and the US, has enabled the B-1 to be modified to perform sorties with conventional munitions. The B-1 B has a very low radar cross section which combined with its electronic warfare jamming equipment, and its infrared countermeasures and warning systems enable the aircraft to penetrate heavily defended target areas with a high degree of survivability. The swing-wing design enables the aircraft to operate at very low level at supersonic speeds to avoid detection by radar. Employing satellite navigation for pinpoint accuracy, the B-1 B can attack targets without the need for ground based navigational aids.

The first B-1 B to be delivered was 83-0065 The Star of Abilene' which joined the 96th BW at Dyess AFB, Texas in June 1985. Others were assigned to the 28th BW at Ellsworth AFB, South Dakota, 319th BW at Grand Forks AFB, North Dakota, and the 384th BW at McConnell AFB, Kansas. The last of 100 B-1 Bs was delivered in May 1988. The B-1 B did not enjoy an uneventful early service career, as it suffered from various shortcomings and was criticised by politicians. Nevertheless Air Force and contractor personnel worked to alleviate these problems.

The demise of Strategic Air Command, and transfer of the B-1 B fleet to Air Combat Command coincided with the requirement for the delivery of conventional weapons to become the primary role for the strategic bomber fleet. Furthermore ACC changed tactics enabling the strategic bomber mission to become part of the reserves. Almost one quarter of the aircraft have since been reassigned to the Air National Guard, being stationed in Georgia and Kansas. Units at Grand Forks and McConnell AFBs were inactivated to make aircraft available for the ANG, with the remainder being allocated to Dyess and Ellsworth.

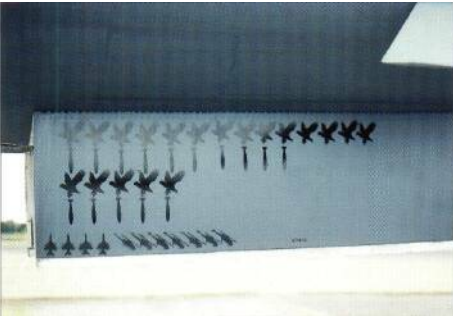
The B-1 B is planned for an extensive upgrade program, designed to enhance its capabilities and enable the type to be effective for the next 20 years at least. Stage one, designated as Block C upgrade, was achieved in August 1997 involving the bomb racks being modified to carry 30 Cluster Bomb Units per sortie. Block D involves the integration of a towed repeater decoy system as part of the electronic countermeasures upgrade. The upgrade also involves the installation of anti-jam radios as well as compatibility with the Joint Direct Attack Munition for a near precision capability. Funding for the latter program was accelerated to enable an initial operating capability to be achieved early in 1999 by aircraft stationed at Ellsworth AFB. Block E will



B-1B 86-0107 'DY' of the 7th BW based at Dyess AFB, Texas. Nose art and inscription reads 'Bad to the B-One'. At Edwards AFB, California October 1995. Bob Archer

B-1B 85-0064 with '184 Bomb Wing' on the tail for the commander of the Kansas ANG based at McConnell AFB, visiting RAF Fairford in July 1998. Bob Archer

Mission tally on 28th BW B-1B 85-0083 from its participation in 'Allied Force' includes 15 bombing missions, and claiming four MiG-21s and seven helicopters destroyed on the ground. Bob Archer



involve upgrades to the avionics computer suite as well as the integration of the Wind-Corrected Munitions Dispenserto aid bombing accuracy. The upgrade will also add the Joint Air-to-Surface Standoff Missile and the Joint Standoff Weapon by 2002. Finally Block F will enhance the electronic countermeasures situation awareness as well as its jamming capability, also by 2002.

The Air Force eliminated one aircraft under the START II Treaty, and has lost has six others to accidents. The remaining 93 are operated by Air Combat Command (71), Air National Guard (20) with the remaining pair on loan as part of an ongoing test and evaluation program with Air Force Materiel Command.

Despite having been in operational service since 1985, the B-1B did not make its combat debut until late in 1998 when 7th and 28th BW aircraft flew bombing missions against targets in Iraq during Operation 'Desert Fox'. The B-1 was also included in Operation 'Allied Force', with aircraft from the 28th BW performing dozens of bombing missions using hundreds of conventional Mk.82 500lb munitions against Serbian targets. These were modified to Block D standard shortly before the combat operations began. The 53rd Wing at Eglin AFB, Florida prepared, tested and approved new software in less than less than five days, enabling B-1 B crews to accurately identify and counter enemy radars.

Munitions

Conventional munitions Mk.62 (84), Mk.82 (84) SOOlb bombs, CBU- (30), CBU-89 (30), CBU-97 (30) 2,000lb bombs, and Mk.65 (12) Precision guided weapons WCMD (30), JDAM (24), GBU-27 (12), AGM-154 (12), AGM-158, JSOW, TSSAM (12), plus unspecified numbers of nuclear weapons.

Serial Batches

B-1B	82-0001	83-0065to83-0071
	84-0049 to 84-0058	85-0059 to 85-0092
	86-0093to86-0140	

Current Unit Assignments

ACC					
7th BW	9th BS	Dyess AFB, TX	B-1B	'DY'	
	13thBS	Dyess AFB, TX	B-1B	'DY'	
	28th BS	Dyess AFB, TX	B-1B	'DY'	
28th BW	37th BS	Ellsworth AFB, SD	B-1B	'FL'	
	77thBS	Ellsworth AFB, SD	B-1B	'EL'	
366th Wing	34th BS	Mountain Home AFB, ID	B-1B	'MO'	
AFMC					
412thTW	41 9th FITS	Edwards AFB, CA	B-1B	'ED'	
ANG					
184th BW	127thBS	McConnell AFB, KS	R-1B	-	
116thBW	128thBS	RobinsAFB, GA	B-1B	'GA'	

Northrop B-2 Spirit

Without doubt the B-2 is the most expensive aircraft ever built and not surprisingly has attracted numerous critics. The B-2 was designed to be highly effective against all known and perceived sophisticated defenses. The B-2 differs from the world's first operational stealth aircraft, the F-117, which uses faceted surfaces to reduce the radar signature. In contrast the B-2, with its blended surfaces, produces a low observability on radar by reducing the infrared signal, along with extremely low acoustic, electromagnetic and visual signatures. The unique flying wing design with its saw tooth trailing edge was constructed of composite materials with special coatings which collectively absorb radar waves, thereby returning little or no signature. The engine exhausts are mounted atop the wing, which also lessen the heat signature. Much of the technology is still highly classified, and will remain so for many years.

Development began in 1981, with Northrop (later Northrop Grumman) being declared the prime contractor, with an order for six developmental aircraft being placed the following year. The Air Force intended to purchase 132 operational aircraft to replace the remaining B-52s. However the spiraling development costs of the B-2 (each airframe averaged out at a staggering \$2.2 billion!) combined with the elimination of the Cold War resulted in a reduced need for nuclear weapons and enabled the Air Force to halve the requirement before reducing the number to just 20 plus the first developmental airframe. The first B-2 was rolled out at Air Force Plant 42/Palmdale, California on 22 November 1988, and performed its maiden flight on 17 July 1989. All six developmental B-2As were assigned to the Combined Test Force at Edwards AFB, California to

explore every aspect of the new stealth bomber technology. Meanwhile Northrop continued to manufacture production aircraft, with the first of these, serial 88-0329 'Spirit of Missouri' being delivered to the 509th BW at Whiteman AFB, Missouri on 17 December 1993. The aircraft was constructed to Block 10 configuration, which was an interim capability enabling Air Combat Command to commence operations, but not to field the B-2 for conventional guided weapons delivery. A further nine were to this standard before production switched to Block 20 with three airframes incorporating more advanced mission related capability. The final two were built to Block 30 standard, which is the full mission fit, although a number of Block 20 airframes were modified on the line. All of the Block 10 and 20 aircraft were subsequently reworked to Block 30 standard, as were the majority of evaluation aircraft.

The 21st and final aircraft, serial 93-1088 'Spirit of Louisiana' was delivered to Whiteman AFB on 10 November 1997, although the unit does not have 20 aircraft on strength as some are still undergoing upgrade to full Block 30 standard. The 325th BS was the first unit to operate the type, with the 393rd BS being formed on 8 January 1997 as the second operational squadron. In addition the 394th CTS acts as the flying training unit equipped with the T-38A utilized as a conversion trainer as well as chase plane when required.

The B-2 did not see action during Operation 'Desert Storm' as it was still in the development stage, and was excluded from participating in Operation 'Desert Fox' at the end of 1998. However the B-2 was included in the first wave of combat missions during Operation 'Allied Force' to attack heavily defended targets in Serbia. Two aircraft flew non-stop sorties from their home base to deliver 16 2,000lb Joint Direct Attack Munitions (JDAMs).

Several dozen additional sorties were flown to attack targets across Serbia and Kosovo.

Munitions

Nuclear weapons include B61 (16), B83 (16), AGM-129 (16), AGM-131 (16), ACM, SRAM2. Conventional weapons are Mk.82 (80), Mk.84 (16), CBU-87, CBU-89 and CBU-97 (all 36 each). Precision weapons are GBU-27 (8), JDAM (12), AGM-137 (8), AGM-154 JSOW (8), AGM-158, and TSSAM.

Serial Batches

B-2A	82-1066(082-1071	88-0328 to 88-0332
	89-0127 to 89-0129	90-0040 to 90-0041
	92-0700	93-1085 to 93-1088

B-2 Spirit names

82-1066	-	89-0127	<i>Spirit of Kansas</i>
82-106	<i>Spirit of Arizona</i>	89-0128	<i>Spirit of Nebraska</i>
82-1068	<i>Spirit of New York</i>	89-0129	<i>Spirit of Georgia</i>
82-1069	<i>Spirit of Indiana</i>	90-0040	<i>Spirit of Alaska</i>
82-1070	<i>Spirit of Ohio</i>	90-0041	<i>Spirit of Hawaii</i>
82-1071	<i>Spirit of Mississippi</i>	92-0700	<i>Spirit of Florida</i>
88-0328	<i>Spirit of Texas</i>	93-1085	<i>Spirit of Oklahoma</i>
88-0329	<i>Spirit of Missouri</i>	93-1086	<i>Spirit of Kitty Hawk</i>
88-0330	<i>Spirit of California</i>	93-1087	<i>Spirit of Pennsylvania</i>
88-0331	<i>Spirit of South Carolina</i>	93-1088	<i>Spirit of Louisiana</i>
88-0332	<i>Spirit of Washington</i>		

Current Unit Assignments

ACC

509th BW	325th BS	Whiteman AFB, MO	B-2A	'WM'
	393rd BS	Whiteman AFB, MO	B-2A	'WM'
	394th CTS	Whiteman AFB, MO		aircraft borrowed from above

AFMC

412thTW	419thFTS	Edwards AFB, CA	B-2A	'nil'
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The third development B-2A 82-1068 during an air test high over the California desert. The aircraft was remanufactured to Block 30 configuration, and is now in service with the 509th BW, named *Spirit of New York*. AFFTC Official





B-52H 61-0010 of the 2nd BW, based at Barksdale AFB, Louisiana, closing in to air refuel near Iceland while on a 31 hour global Power mission. Bob Archer

B-52H 60-0041 of the 917th Wing, based at Barksdale AFB, Louisiana, which is part of Air Force Reserve Command. Bob Archer

Boeing B-52 Stratofortress

The B-52H is the only model of the Stratofortress remaining in operational service, as all previous versions have been retired. The B-52D, E, F and G models all saw active service during the conflict in South East Asia, flying numerous combat missions, which finally brought the North Vietnamese to the negotiating table to enable the US a face saving withdrawal. The B-52G also saw active duty during Operation 'Desert Storm' with more than 80 aircraft flying combat sorties to deliver 40 per cent of all the munitions dropped by the coalition forces. However the version was retired shortly afterwards as the B-52H fleet had by that time been modified to deliver conventional weapons as well as retaining the nuclear role.

The B-52H differed from previous versions as it was powered by eight TF33-P-3 turbofan engines rather than the turbo jet power plants fitted to all other Stratofortresses. The first B-52H was delivered to the Air Force on 9 May 1961, with the last of 102 built being flown from Seattle to join Strategic Air Command on 26 October 1962. During the four decades in which these Stratofortresses have been in service, there have been several upgrade programs to enhance their capabilities, altering the graceful front profile of the B-52 in the process. Amongst these were the installation of electro-optical viewing systems to enhance sorties at low level; these consisted of low light television cameras, and forward-looking infrared scanners. Unlike the B-1 and B-2 which can only carry their munitions internally, the B-52 has the ability to house weapons with-

in the bomb bay and on underwing racks. More recently the B-52H has been modified to enable the carriage of 20 Boeing AGM-86 air launched cruise missiles, the only aircraft in the USAF inventory capable of delivering this weapon. While still retaining the nuclear role, the B-52H has added an impressive list of conventional weapons which can be accommodated. Amongst these are the AGM-84 Harpoon anti-shiping missile and the AGM-142 Raptor missile. The B-52s have also been modified to enable their crews to wear night vision goggles to aid low level operations.

Despite being almost 40 years old, the B-52H airframes are in extremely good condition, with the type planned to continue in operational service until the year 2040 at least. However, to remain an effective weapons platform the B-52 is to receive a service life extension. Amongst the planned upgrades are the Conventional Enhancement Modification designed to enable a wide variety of munitions to be carried, including the Wind Corrected Munitions Dispenser, the Joint Direct Attack Munition, Joint Stand-off Weapon, and the Joint Air-to-Surface Stand-off Missile. In addition the electronic countermeasures suite is undergoing regular upgrades to counter each emerging threat. The majority of aircraft have flown less than 15,000 hours and are therefore well below the threshold of the wing upper surface economic limit (currently set at between 31,400 and 35,700 flight hours).

The B-52H performed its combat debut when aircraft operating from Diego Garcia in the Indian Ocean delivered CALCMs at Iraqi targets in September 1996. Subsequently B-52s were engaged on sorties to deliver CALCMs again during Operation 'Desert Fox' in December 1998. The Stratofortress was again

included in the composition of aircraft flying combat missions against Serbia in Operation 'Allied Force'. These missions involved the delivery of CALCMs initially, although as stocks of these missiles dwindled the B-52s switched to carrying SOOlb Mk.82 bombs and occasionally the AGM-142 Raptor.

Only eight B-52Hs have been lost to accidents, with the active duty operating 85 aircraft and the reserves nine. Air Force Materiel Command utilizes B-52Hs for ongoing evaluation work, with aircraft borrowed from active duty units as required. As with other strategic bomber assets, Air Combat Command has concentrated the B-52s at just two bases. A pair of GB-52Gs are utilized by the 82nd Training Wing for technical training at Sheppard AFB, Texas.

Munitions

Nuclear weapons include B53 (2), B61 Mod, ACW (12), ALCM (20), SRAM (12). Conventional weapons are CBU-52, CBU-58 and CBU-71 (all 51 each), CBU-87, CBU-89, CBU-97 (all 30 each), Mk.36, Mk.59, Mk.62, Mk.82 (all 51 each), M117 (51), Mk.52 (12), Mk.84 (18), Mk.41, Mk.55, Mk.56, Mk.60, Mk.64, Mk.65 (all 8 each). Precision weapons are CALCM (20), JDAM (18), AGM-84 Harpoon (8), AGM-142, AGM-154 JSOW (18), AGM-158, TSSAM (12), WCMD (30).

Serial Batches

B-52H 60-0001 to 60-0062 61-0001 to 61-0040

Current unit Assignments

ACC					
2ndBW	11thBS	Barksdale AFB, LA	B-52H	'LA'	
	20th BS	Barksdale AFB, LA	B-52H	'LA'	
	96th BS	Barksdale AFB, LA	B-52H	'LA'	
5th BW	23rd BS	MinotAFB, ND	B-52H	'VV'	
	AETC				
82nd TRW	nil	Sheppard AFB, TX	GB-52G		
AFMC	41 2th TW	41 9th FLTS Edwards AFB, CA	B-52H	'ED'	
	AFRC				
91 7th Wing	93rd BS	Barksdale AFB, LA	B-52H	'BD'	

C-5A 69-0006 of the 433rd AW, AFRC stationed at Kelly AFB, Texas. Note the stylized Texas flag incorporated into the tail band. Bob Archer

Lockheed C-5 Galaxy

The C-5 Galaxy was designed to be the largest airlifter in US Air Force service, with the capability to ferry a huge volume of cargo over intercontinental range. Apart from being able to transport armor or helicopters, the C-5 could also carry 73 passengers in the rear compartment of the upper deck. Access through both front and rear opening cargo doors enables rapid loading and unloading at destinations. 81 C-5A versions were ordered between 1966 and 1970 with the first of these being delivered to the Air Force on 17 December 1969, whilst the last example left Marietta in May 1973. Despite wing cracks, which limited the carrying capacity, and cost overruns, the Air Force was sufficiently happy with the Galaxy to order 50 C-5B versions beginning in 1983 to meet an urgent requirement for additional heavy airlift capacity. The B model was similar to the C-5A version, but with a number of improvements, primarily associated with flight control and malfunction detection. The first C-5B joined the 436th MAW at Dover AFB, Delaware in January 1986 and the last to the same unit in April 1989.

Two C-5As were modified with the addition of flare dispensers and missile warning receivers, probably in connection with the delivery of Special Forces personnel and equipment. These are almost certainly the two aircraft which are known to be dedicated to the Special Operation Low Level (SOLL) mission, and flown by the 436th AW at Dover AFB, Delaware. A pair of C-5As have been redesignated as the C-5C following modification to carry oversize loads such as satellites and space equipment, with strengthened interior and the upper rear passenger compartment deleted, among other modifications. They serve with the 21st AS, 60th AMW at Travis AFB, California.

The C-5 has the highest operating cost in the USAF, and is becoming increasingly unreliable and expensive to maintain. Despite this, the C-5 has





utilized only 20% of its planned airframe life, and is to receive an upgrade to extend its operational career well into the next century. The first contract, valued at \$450 million, was placed with Lockheed Martin Aeronautical Systems in January 1999 for the modernisation of the avionics. Principal subcontractor Honeywell Defense Avionics Systems will install their digital versatile integrated avionics package which is FAA-certified and is identical to that fitted to the majority of US commercial airliners. The new avionics will integrate advanced flight-control and navigation systems with mission computer software compatible with the future air navigation system. The second stage in the upgrade, to be funded later, will involve the replacement of the General Electric TF39 turbo fan engines (producing 41,000lb) with General Electric CF6-80C2 powerplants, capable of 60,000lb of thrust but derated by 17 per cent to slightly below 50,000lb. The new engines will significantly improve take off and climb rates, and raise cruise ceiling by 25%. The upgrade program is designed to reduce operating costs significantly enabling the planned life expectancy of the C-5 to be increased accordingly.

Active duty C-5s are operated by Air Mobility Command at Travis AFB, California and Dover AFB, Delaware by the 60th AMW and 436th AW respectively. 22 C-5A/Cs and all 50 C-5Bs are flown by these two units, while the 97th AMW at Altus AFB, Oklahoma has nine C-5As for training. The ANG and AFRC fly 13 and 32 C-5As respectively.

The C-9A performs medical evacuation within the United States, the Pacific and Europe. USAF C-9A 71-0879 of the 86th AW being readied for a night sortie from its home base at Ramstein AB, Germany. Bob Archer

Serial Batches

C-5A	66-8303 to 66-8307	67-0167 to 67-0174
	68-0211 (068-0228	
	[68-0213 & 68-0216 converted to C-5C]	
	69-0001 to 69-0027	70-0045 (o 70-0467
C-5B	83-1285	84-0059 to 84-0062
	85-0001 to 85-0010	86-0011 to 86-0026
	87-0027 to 87-0045	

Current Unit Assignments

AMC			
60th AMW	21st AS	Travis AFB, CA	C-5A/B/C
	22nd AS	Travis AFB, CA	C-5A/B
436th AW	3rd AS	Dover AFB, DE	C-5A/B
	9th AS	Dover AFB, DE	C-5A/B
AETC			
97th AMW	56th AS	Altus AFB, OK	C-5A
AFRC			
433rd AW	68th AS	Kelly AFB, TX	C-5A
439th AW	337th AS	Westover ARB, MA	C-5A
ANG			
105th AW	137th AS	Stewart IAP, NY	C-5A

McDonnell Douglas C-9Nightingale

The C-9A Nightingale was chosen as the most suitable aircraft to perform the high speed, inter-theater aeromedical evacuation (airevac) role to replace both the MC-118A Liftmaster and the MC-131A Samaritan. The two piston-engined workhorses had carried out this duty since the days of the Military Air Transport Service, although the advent of medium sized, jet powered aircraft offered the Air Force an all-round improvement in capability. The first examples were ordered in 1967, with additional orders following during 1968 and 1971 for an eventual complement of 21. The C-9A has the ability to carry up to 40 litter patients, 40 ambulatory and four litters or various combinations. Access for non-walking patients is by a hydraulically operated folding ramp. Internally the aircraft has a special care section with a separate ventilation system, receptacles to house medical equipment, and electrical outlets to enable monitors, pumps and incubators to function. Space is available for wheeled stretchers to be affixed during flight, while aft facing seats are installed for walking patients. One aircraft, serial 67-22586 was lost in an accident in September 1971, with most of the remaining 20 C-9As continuing to function in the aeromedical role. These aircraft have a large red cross applied to the tail.

At least two C-9As have found other duties, including that of VIP transportation. Aircraft 71-0876 has



been repainted in an attractive blue VIP scheme for the Commander Supreme Headquarters Allied Powers Europe (SHAPE). The aircraft is assigned to the 86th Airlift Wing at Ramstein AB, Germany, but resides at Chievres AB, Belgium, close to SHAPE headquarters at Mons. The remaining C-9As are assigned to the 375th AW at Scott AFB, Illinois with ten aircraft for aeromedical duties within the United States. USAFE operates six C-9s assigned to the 86th AW at Ramstein AB for duties within Europe, the Middle East and North Africa, while the 374th AW at Yokota AB, Japan, has four C-9s for airevac across the Pacific and Far East region.

The Air Force obtained three VC-9C VIP configured versions during 1973 for the Special Air Mission (SAM) role. The VC-9Cs are operated by the 89th AW at Andrews AFB, Maryland for medium range duties, in particular to convey senior politicians on cross-country business flights. Their use for overseas mis-

sions with senior cabinet members has been largely supplanted by the introduction of the more capable C-32As. The VC-9C's utilisation rate is less than half that of the aeromedical C-9s. The environmentally unfriendly Pratt and Whitney JT8D turbo fan engines have been fitted with hush kits to reduce noise, particularly as many SAM flights use civilian airports. No other modification plans are envisaged at present for the VC-9Cs. Likewise the C-9As are unlikely to receive any major modifications, unless a suitable replacement aircraft cannot be funded within the next ten years.

Serial Batches

C-9A	67-22583 to 67-22586	68-8932 to 68-8935
	68-10958 to 68-10961	71-0874 to 71-0882
VC-9C	73-1681 to 73-1683	

Three VC-9Cs are operated by the 89th AW from Andrews AFB, Maryland for VIP duties, although they are costly to operate and have largely been superseded by the C-32A. 73-1681 is seen making a rare appearance in Europe during March 1998. Bob Archer

KC-10A 83-0075 of the 60th AMW, from Travis AFB, California, negotiates a tight turn on the runway at RAF Mildenhall in September 1998. Bob Archer

Current Unit Assignments

AMC				
89th AW	99th AS	Andrews AFB, MD	VC-9C	-
375th AW	11th AS	Scott AFB, IL	C-9A	-
PACAF				
374th AW	30th AS	Yokota AB, Japan	C-9A	-
USAFE				
86th AW	75th AS	Ramstein AB, Germany	C-9A	-
-del		Chievres AB, Belgium	C-9A	-

McDonnell Douglas KC-10 Extender

The McDonnell Douglas KC-10A Extender was obtained as an off-the-shelf version of the DC10-30CF airliner for the dual role Advanced Tanker/Cargo Aircraft (ATCA) requirement. The aircraft is configured for both duties with seven bladder fuel cells located in the lower fuselage beneath the cargo/passenger compartment. To conduct the tanker role the aircraft has a Sperry Flight Systems digital fly-by-wire refueling boom at the extreme rear of the fuselage. The boom operator sits in an aft facing seat to guide the end of the boom to make contact with the air refueling receptacle on the receiving aircraft. Adjacent to the refueling boom is a hose and drogue unit to enable both forms of tanker operations to take place during a single sortie. During 1991 the 60th and last production KC-10 was configured to refuel three aircraft simultaneously with the attachment of the Flight Refuelling Ltd Mk.32B hose reel system mounted beneath the outer section of each wingtip. Subsequently other aircraft have received this modification, although the Air Force does not utilize both wing tip pods and the refueling boom at the same time for safety reasons. For airlift duties, the KC-10 can transport up to 27 pallets with access to the cargo floor being gained through an 8ft 6in by 11ft Sin side opening door. Palletized passengers seats can be installed in place of cargo.

The first orders for the KC-10A were placed in 1979 for 12 aircraft followed by a further 48 between 1982 and 1987. Strategic Air Command operated the aircraft at Barksdale AFB, Louisiana with the 2nd Wing, March AFB, California with the 22nd ARW and at Seymour Johnson AFB, North Carolina with the 68th ARW. One aircraft, serial 82-0190 was lost in a ground fire at Barksdale AFB in September 1987. The 1991 reorganization saw the elimination of SAC, with the Barksdale and March aircraft joining Air Mobility Command, while the KC-10s at Seymour Johnson became part of Air Combat Command. However AMC set about streamlining its assets to integrate the tanker and airlift roles more effectively. This resulted in AMC acquiring the remaining Extenders, with all 59 being split between the 60th and 305th Air Mobility Wings at Travis AFB, California and McGuire AFB, New Jersey respectively.

The KC-10 was designed for a service life of 30,000 flight hours, which is projected to enable the majority of Extenders to remain operational until at least 2040. Currently there are no plans to modify the KC-10 fleet as there is considerable commonality with commercial counterparts.

Serial Batches

KC-10A	79-0433 to 79-0434	79-1710 to 79-1713
	79-1946(079-1951	82-0190 to 82-0193
	83-0075 to 83-0082	84-0185 to 84-0192
	85-0027 to 85-0034	86-0027 to 86-0038
	87-0117 to 87-0124	

Current Unit Assignments

AMC		
60th AMW	6th ARS Travis AFB, CA	KC-10A
	9th ARS Travis AFB, CA	KC-10A
305th AMW	2nd ARS McGuire AFB, NJ	KC-10A
	32nd ARS McGuire AFB, NJ	KC-10A

Raytheon (formerly Beech) C-12 Huron

The Beech Aircraft Corporation (now Raytheon Aircraft Company) C-12 Huron is a twin turboprop military passenger and cargo version of the Super King Air 200. The C-12A was obtained beginning in 1973 as a utility transport for service with air attaches and ambassadors at US Embassies outside the United States. Known as OSA (an abbreviation for operational support airlift), thirty were acquired for this role and for duties with the worldwide Military Assistance Advisory Missions. Most were re-engined with more powerful versions of the Pratt and Whitney PT6A, changing designation to C-12C. The aircraft have been operated with a degree of autonomy due to their remote locations, although they were administered on a direct reporting basis to Air Force Materiel Command. More recently responsibility has been transferred to Air Mobility Command. Six C-12Ds were added to the fleet in 1983, these being essentially similar to the C-12A, but with the addition of a cargo door. Three C-12Cs are operated by the 412th Test Wing at Edwards AFB, California, being used by the 418th Flight Test Squadron on behalf of the Test Pilots School for parachutists.

In 1984 the Air Force leased from the manufacturer 40 Super King Air B200Cs for a variety of duties, including the rapid response of high priority supplies and key personnel. In addition the aircraft also performed range clearance, medical evacuation and courier flights. The leasing arrangement ended when the Air Force purchased the aircraft outright. The majority were stationed within the United States assigned to Military Airlift Command, and later AMC, although a few were operated by Air National Guard units to transport the state governor and other senior officials. A further six were ordered in 1984 especially for the ANG. In 1997 all except two were transferred to the US Army. The two retained examples serve with the 3rd Wing at Elmendorf AFB, Alaska. Some aircraft served briefly with AMC tanker units as a cheap alternative for proficiency flying, replacing T-37s and T-38s.

The final examples operated by the Air Force are six C-12Js based on the Beech 1900C commuter airliner, which were obtained for the ANG in 1986. These are significantly larger than the C-12F and can accommodate 19 passengers. Two were relocated

to the Army while a further two are currently with the 51st Fighter Wing at Osan AB, South Korea. One more is with the 3rd Wing at Elmendorf AFB, Alaska, and the sixth serves with the 46th Test Wing at Holloman AFB, New Mexico assigned to the 586th Flight Test Squadron for general support duties.

Serial Batches

C-12A	73-1205 to 73-1218
	[all upgraded to C-12C configuration except 73-1211]
	76-0158 to 76-0173 [all upgraded to C-12C configuration]
	76-3239 [upgraded to C-12C configuration]
C-12D	83-0494 to 83-0499
C-12F	84-0143 to 84-0182
	[all transferred to US Army except 84-0143 to 84-0148]
	84-0484 to 84-0489 [all transferred to US Army]
C-12J	86-0078 to 86-0083

Current Unit Assignments

AFMC			
46th TW	586th FLTS Holloman AFB, NM	C-12J	'HT'
412thTW	418th FLTS Edwards AFB, CA	C-12C	'ED'
AMC			
89th AW	1st AS Andrews AFB, MD	C-12D	
PACAF			
3rd Wing del 1	517th AS Elmendorf AFB, AK	C-12F/J	'AK'
51st FW	55th ALF Osan AB, South Korea	C-12J	'OS'

In addition AMC is responsible for the C-12s of the US Military Training Mission, Dhahran AB, Saudi Arabia and the Embassy Flights stationed at various airports around the world, as follows: Abidjan, Ivory Coast; Ankara, Turkey; Athens, Greece; Bangkok, Thailand; Bogota, Columbia; Brasilia, Brazil; *Buda-pest, Hungary; Buenos Aires, Argentina; Cairo, Egypt; Canberra, Australia; Djakarta, Indonesia; Islamabad, Pakistan; Kinshasa, Democratic Republic of Congo (formerly Zaire); *La Paz, Bolivia; Manila, Philippines; *Mexico City, Mexico; Riyadh, Saudi Arabia; Tegucigalpa, Honduras.

All operate the C-12C except those marked * which are assigned the C-12D.

The small fleet of C-12s are located close to major capitals across the world for the Embassy Flights. C-12C 66-0170 is one of two stationed in Saudi Arabia with the US Military Training Mission in Dhahran. Bob Archer





Boeing (nee McDonnell Douglas) C-17 Globemaster III

The C-17 Globemaster III is the newest airlifter to enter service and without doubt the most capable transporter the Air Force has ever operated. The C-17 can equally perform rapid strategic delivery of troops and their equipment either to a main operating base or directly to a forward site within the deployment area. The aircraft can also be reconfigured to the tactical airlift role immediately to conduct inter-theater resupply missions.

The C-17 was selected for the C-X transport requirement. The prototype C-17A commenced assembly in August 1988 and was completed in December 1990. The aircraft performed its maiden flight on 15 September 1991 and flew the short distance to Edwards AFB to join the Air Force Flight Test Center for evaluation. Five additional C-17s were assigned to the test program before the 437th Airlift Wing at Charleston AFB, South Carolina received the first operational aircraft. C-17A 89-1192 inscribed *Spirit of Charleston* arrived on 10 June 1993 for the appropriately numbered 17th Airlift Squadron. This delivery began the retirement process for the C-141B Starlifter in earnest. Subsequently the 437th AW has equipped three of its four squadrons, with 48 C-17As having been delivered by the end of 1999. The fourth squadron was still transitioning from the C-141B early in 2000. Aircrew training is conducted by the 97th Air Mobility Wing at

Altus AFB, Oklahoma with eight C-17As. The unit is part of Air Education and Training Command, with the 58th AS receiving their first C-17A on 23 March 1996. The second Air Mobility Command unit began conversion to the C-17 when the 62nd AW at McCord AFB, Washington received their first aircraft in July 1999. The Air Force has funded the acquisition of 120 production aircraft, with the final six due to join the 172nd AW of the Mississippi Air National Guard in July 2004. The remaining ten will be backup aircraft destined to be operated between the four bases while their own aircraft receive major overhaul or repair.

In keeping with most revolutionary designs, the C-17 was not without its critics, particularly as the program encountered quality control problems and cost overruns. This was caused mainly by sub-contractors who contributed 80% of the program cost. During the Fall of 1993 the then Pentagon acquisition chief John M Deutch pegged funding for the C-17 at 40 aircraft while McDonnell Douglas took steps to rectify these shortcomings. The manufacturer began a radical overhaul of the entire program particularly as the US Air Force had started to look at alternatives to the C-17, with the possibility of no further orders. Initially the cost per aircraft spiraled to more than \$300 million, although this was subsequently reduced by one third as overheads were pruned to an acceptable level. The final hurdle for the C-17 to surmount was the planned 30 day reliability, maintainability and availability evaluation

C-17A 97-0047 of the 437th AW from Charleston AFB, South Carolina. The huge leading edge and trailing edge flaps, which help with short and rough field landing are clearly visible. Bob Archer

(RMAE) which was designed to be an extremely demanding test of the operational capabilities of the Globemaster. Staged during the Summer of 1995 by the 17th AS at Charleston AFB, the 12 aircraft involved were to be subjected to all manner of intense operational requirements under the scrutiny of government, Air Force and company officials. Throughout the 30 day period, aircraft were flown across the Atlantic Ocean to bases in Europe to perform routine peacetime airlift operations. However the latter part of the RMAE involved the C-17 being operated under simulated wartime conditions to participate in a multi-regional scenario. Rapid turn-arounds at destinations were required for the entire seven days of this phase, which included two days of 'surge' sorties involving each aircraft flying 16 hours to airlift a large volume of equipment to forward operating locations. The results were sent for analysis to the Pentagon's Defense Acquisition Board (DAB), although the future of the aircraft seemed assured by the completion of the RMAE as the C-17 had achieved or exceeded the benchmarks by a wide margin. As predicted the DAB approved the acquisition of the further 80 C-17As and recommended a multi-year procurement program as an effective method of ensuring cost savings. The

announcements paved the way for McDonnell Douglas to place large orders for materials and to assure suppliers of subcontracted work for several years ahead. In the meantime the mighty McDonnell-Douglas merged with Boeing Aerospace early in 1997. Orders were placed for eight aircraft from fiscal year 1997 funds, followed by nine in FY98, 13 in FY99, 15 in each fiscal year 2000, 2001, and 2002, and finally five in FY2003. The first aircraft of these multi-year orders, serial 97-0041, was delivered to Charleston AFB on 10 August 1998, and the last of the 120 is scheduled for delivery on 30 November 2004. The Royal Air Force intended to lease from the manufacturer four aircraft, although this proposal was unexpectedly withdrawn during mid-1999.

Boeing has offered the USAF an additional 60 C-17A Globemaster IIIs at a substantially reduced cost per aircraft. Negotiations with Boeing have begun, and subject to contract, C-17 production could be extended with ten aircraft budgeted in 2003, followed by 15 each during the next three years, and the final five in 2007. These will enable the final frontline C-141Bs with the 305th AMW at McGuire AFB, New Jersey to be replaced, and will allow additional reserve units to convert to the C-17A. The Air Force has a requirement to buy 14 C-17As dedicated to airlifting special forces personnel and equipment to replace the small fleet of C-141B SOIL II aircraft. These aircraft are likely to be the first specialized C-17s, and provided production costs can be kept at an acceptable level, further modified Globemasters could well be forthcoming.

Serial batches

C-17A	87-0025	88-0265 to 88-0266
	89-1189 to 89-1192	90-0532 to 90-0535
	92-3291 to 92-3294	93-0599 to 93-0604
	94-0065 to 94-0070	95-0102 to 95-0107
	96-0001 to 96-0008	97-0041 to 97-0048
	98-0049 to 98-0057	99-0058 to 99-0070
	00-0071 to 00-0085	01-0086 to 01-0100
	02-0101 to 02-0115	03-0116 to 03-0120

Current Unit Assignments

AETC			
97th AMW	58th AS	Altus AFB, OK	C-17A
AFMC			
412th TW	418th FLTS	Edwards AFB, CA	C-17A 'ED'
AMC			
62nd AW	7th AS	McChord AFB, WA	C-17A
437th AW	14th AS	Charleston AFB, NC	C17A
	15th AS	Charleston AFB, NC	C17A
	16th AS	Charleston AFB, NC	C17A
	17th AS	Charleston AFB, NC	C17A

Boeing C-18

The Air Force has traditionally purchased its aircraft new from manufacturers, although more recently surplus transport airframes have been obtained for specialized missions. The Advanced Range Instrumentation Aircraft (ARIA) was one such mission which involved the Air Force acquiring eight former American Airlines Boeing 707-320C/CF3 models in 1981. These were redesignated as C-18As with six being converted for the ARIA role while the seventh was for general purpose duties at Wright-Patterson AFB, Ohio, and the eighth for a US Army project. The first aircraft arrived at Wright-Patterson AFB on 1 February 1982 with the modification work being carried out by the 4950th Test Wing itself. This involved the fabrication of the giant bulbous nose extension to house the steerable tracking/telemetry receiving antenna. The Test Wing also redesigned the cockpit instruments, electronics and lighting, as well as installing mission consoles and other equipment within the cabin. Much of the mission equipment was removed from EC-135Ns which were being reasigned to other duties. At completion of the modification the aircraft were designated as EC-18Bs, with the first 81-0891 making its maiden flight at Wright-Patterson AFB on 27 February 1985. Eventually five more were converted to EC-18B standard, including 81-0896 which was further modified to test the sonobuoy missile impact location system (SMILS). The system could track the locations of multiple re-

entry bodies across wide areas. The ARIA system was developed from the original Apollo Range Instrumentation Aircraft (also known as ARIA) to provide a worldwide network of tracking and telemetry stations. The flexibility of aircraft resulted in the EC-135N assuming this role initially, until partially replaced by the EC-18B. Three of the ARIA EC-18Bs remain operational, these being assigned to the 412th Test Wing at Edwards AFB, California. The aircraft routinely deploy overseas to predetermined locations during Space Shuttle launches.

The Air Force modified two former EC-135N aircraft to EC-135E Cruise Missile Mission Control Aircraft (CMMCA) configuration to track and record cruise missile tests. One began the role in January 1985 followed by the second in July 1986. Two EC-18Bs aircraft, 81-0893 and 81-0895 were selected to be modified to EC-18D standard for surveillance and tracking, remote command and control, as well as telemetry display during tests of Air Force Air Launched Cruise Missiles and the Navy's Tomahawk version. Despite the requirement dating back to 1986, little money was made available until November 1990 when flight testing began, with delivery of the CMMCA modified. The aircraft feature a slightly shorter radome which contains a Hughes APG-63 radar, similar to that installed on the F-15.

The single C-18A 81-0897, which was retained for general duties, was not operational for long as it was broken up for spare parts reclamation by E-Systems (now Raytheon) at Greenville, Texas in 1986, with the remains still present late in 1999. The final aircraft, 81-0898, was modified to a C-18B to evaluate the Airborne Command Post Milstar terminals installed in the cabin. The aircraft was fitted with a large oval shaped radome above the fuselage containing the

Period shot of TC-18E N131EA of the 552nd ACW at Tinker AFB, Oklahoma. Subsequently the aircraft adopted military serial 84-1398, although both TC-18ES are now derelict at Oklahoma's Will Rogers Airport. Brian Rogers



26 inch AN/ARC-208(V) Milstar satellite dish, although an NKC-135A was used to test the antenna. The involvement of the C-18B in the joint Air Force / Army test was completed, enabling the aircraft to be reassigned to other tests, before being transferred to Northrop Grumman, along with 81-0893, 81-0895 and 81-0896 as contenders to be converted to E-8C Joint STARS.

The Air Force operated two TC-18Es with the 552nd Air Control Wing at Tinker AFB, Oklahoma for proficiency flying for E-3 Sentry crews. The aircraft are former Boeing 707-331C airliners and do not have the AWACS mission kit installed. They joined the wing in October 1984 and were operated with civilian registrations N131EA (c/n 18713) and N132EA (c/n 19566) until the Spring of 1992 when they adopted period military identities, becoming 84-1398 and 84-1399 respectively. Both were repainted in the same gray color scheme as the E-3 and with tail code 'OK' displayed along with 552nd ACW unit markings. However both were withdrawn from use, and placed in store at Will Rogers World Airport, Oklahoma City, Oklahoma. The two were still located at Will Rogers at the end of 1999.

Serial Batches

C-18A	81-0891 to 81-0898
	[81-0891, 81-0892, 81-0894, 81-0896 mod to EC-18B; 81-0893, 81-0895 modified to EC-18D]
TC-18E	84-1398 to 84-1399

Current Unit Assignment

ACC			
552nd ACW	966th AWCS Tinker AFB, OK	TC-18E	'OK'
AFMC			
412th TW	452nd FLTS Edwards AFB, CA	EC-18B	

**Gulfstream Aerospace
C-20 Gulfstream III**

The Gulfstream III was a natural choice for VIP transportation of senior political and military personnel. With a range well in excess of 4,500 miles, the C-20, as the Gulfstream III was known, was considered as a suitable replacement for the eleven C-140Bs which had become costly to operate and maintain. The first three Gulfstreams were C-20As obtained under a leased/purchase agreement in 1983 for service with the 89th Military Airlift Wing (later 89th AW). These were delivered in September 1983 to Andrews AFB, Maryland, and purchased in November 1984. In 1985 the Air Force ordered two C-20Cs for the 89th MAW, although these were intended strictly for the transportation of military and secret service personnel. A third C-20C was obtained in 1986. The two 1985 fiscal aircraft are operated in the conventional blue and white VIP scheme with national insignia and 'United States of America' along the cabin, while the third aircraft has no such external identity. This aircraft is gloss white overall apart from the lower fuselage aft of the nose and wings which are natural metal. The aircraft has a thin gold cheatline and lacks national insignia, enabling it to transit sensitive locations unobtrusively. These three aircraft are little publicised and are tasked to convey bodyguards during overseas visits by the President and other VVIPs. In time of crisis they would also be used to transport important decision makers from Washington to safe locations.

Seven C-20Bs were ordered in 1986, which were similar to the C-20A but with advanced secure communications equipment and a revised interior. The new aircraft have VIP seating for nine passengers,

five less than the C-20A. The C-20Bs were delivered to the 89th MAW at Andrews AFB, replacing the three C-20As which were all reassigned to the 58th MAS, 608th MAG (now 86th AW) at Ramstein AB, Germany by July 1987. Five C-20Bs remain with the 89th AW, one having been sold to the Chilean Air Force, while another has joined the US Coast Guard for transportation of the Commandant.

A C-20Hs was ordered in 1990 followed by a second in 1992. These were the Gulfstream IV-SP which differed from previous versions with advanced technology flight management systems and more powerful engines.

Serial Batches

C-20A	83-0500 to 83-0502	
C-20B	86-0200 to 86-0207	
C-20C	85-0049 to 85-0050	86-0403
C-20H	90-0300	92-0375

Current Unit Assignments

AMC			
89th AW	99th AS	Andrews AFB, MD	C-20B/C/H
USAFE			
86th AW	76th AS	Ramstein AB, Germany	C-20A

The majority of communications flights for senior military Air Force personnel in Europe are undertaken by the C-21 A, including 84-0081 which is stationed at Stuttgart-Echterdingen, Germany, to support US European Command headquarters. Bob Archer

A small number of Gulfstreams are in service for VIP duties. While most are stationed at Andrews AFB, Maryland, close to the nation's capital, three are flown by the 86th AW from Ramstein AB, Germany, including C-20A 83-0500. Bob Archer





Learjet C-21

As with the C-12s, the C-21A Learjet 35A was obtained for the operational support airlift (OSA) role to transport passengers and light cargo within the United States. The aircraft were lease-purchased during 1984 with the first of 80 being delivered to Scott AFB, Illinois for service with the 375th Aeromedical Airlift Wing on 6 April 1984. C-21 As served with most major commands at their headquarters providing VIP transport for senior officers. Command insignia, and where applicable, tail codes were applied. However this changed in April 1997 when all active duty, Stateside-based Learjets were reassigned to Air Mobility Command. Although this did not entail much relocation of aircraft, all were assigned to the 375th Airlift Wing, with two Airlift Squadrons responsible for six Airlift Flights. These units operate around 50 aircraft between them, including at least one aircraft assigned to the Air Force Flight Standards Agency which is stationed at Andrews AFB, Maryland and operated by the 457th AS for convenience. USAFE has nine aircraft assigned to the 86th AW at Ramstein AB, Germany, and a further three with headquarters US European Command at Stuttgart-Echterdingen AB for communications duties within Europe. PACAF has four C-21 As carrying out a similar role within the Pacific region. Five aircraft are stationed at Keesler AFB, Mississippi, with the 81st Training Wing for aircrew conversion with AETC. Two have been transferred to the US Army, and two lost in accidents. The Air National Guard bought four Learjets in 1986, which were operated by the 200th and 201st Airlift Squadrons at Buckley ANGB, Colorado, and Andrews AFB, Maryland, respectively. The two Andrews based aircraft were later sold to private owners, with the pair at Buckley remaining in service currently.

Serial Batches

C-21A 84-0063(084-0142 86-0374 to 86-0377

Current Unit Assignments

AETC					
82nd TW	45th FTS	Keesler AFB, MS	C-21A	KS ¹	
AMC					
375th AW	457th AS	Andrews AFB, MD	C-21A		
	12th ALF	Langley AFB, VA	C-21A		
	47th ALF	Wright-Patterson AFB, OH	C-21A		
	54th ALF	Maxwell AFB, AL	C-21A		
	458th AS	Scott AFB, IL	C-21A		
	84th ALF	Peterson AFB, CO	C-21A		
	311th ALF	Offutt AFB, NE	C-21A		
	332nd ALF	Randolph AFB, TX	C-21A		
PACAF					
374th AW	459th AS	Yokota AB, Japan	C-21A		
USAFE					
86th AW	76th AS	Ramstein AB, Germany	C-21A		
	7005th ABS	Stuttgart-Echterdingen AB, Germany	C-21A		
ANG					
140th Wing	200th AS	Buckley ANGB, CO	C-21A		

Boeing C-22

Six Boeing 727 airliners were obtained by the Air Force with three different suffix designations being allocated. A single Boeing 727-30 was obtained in 1984 from the Federal Aviation Administration for service with the Commander in Chief US Southern Command. Designated as a C-22A, the aircraft was operated by the 310th MAS, 61st Airlift Group and stationed at Howard AFB, Panama. The aircraft flew sorties within the Caribbean region, South America and the United States and even visited Europe on more than one occasion. The aircraft was retired in November 1991 for storage. Four C-22Bs were former National Airlines and Pan American World Airways Boeing 727-0353, which were obtained in

1983 for service with Detachment 1, 121st Fighter Squadron of the District of Columbia Air National Guard at Andrews AFB, Maryland. The aircraft were flown on behalf of the National Guard Bureau (NGB) whose headquarters are in Washington DC. One aircraft is in store at Maxton, North Carolina, with at least two others believed to still remain in service. The NGB received a pair of Israel Aircraft Industries C-38 Astras in 1998 to replace the C-21s and C-22s, with a third example on order.

The sixth Boeing 727 is somewhat of a mystery as it does not appear on the official US Air Force inventory. The aircraft is a stretched Boeing 727-200 which previously flew with Singapore Airlines. Designated as a C-22C the aircraft was operated by US Central Command and was based at Andrews AFB for a number of years. However more recently the aircraft has been stationed at Wright-Patterson AFB, Ohio with Headquarters Air Force Materiel Command and is reported to be operated by a unit designated the 486th Flight Test Squadron. However no other details are known about this unit, which also operates a mysterious Boeing 707.

Serial Batches

C-22A 84-0193
C-22B 83-4610, 83-4612, 83-4615, 83-4616
C-22C 83-4618

Current Unit Assignments

AFMC			
... Wing	486th FLTS	Wright-Patterson AFB, OH	C-22C
ANG			
113th Wing	201st AS	Andrews AFB, MD	C-22B



The C-22B continues to be flown by the 201st AS, District of Columbia ANG from Andrews AFB, despite the more efficient C-38A Astra being delivered to the unit. C-22B 83-4616 seen at RAF Alconbury in 1989. Bob Archer

VC-25A 82-8000 landing at London's Heathrow Airport, with George Bush on board, shortly before he handed over the Presidency to Bill Clinton. Bob Archer



Boeing VC-25 Air Force One

Two specially configured Boeing 747-200B aircraft were obtained exclusively for transportation of the President and his aides. Designated as VC-25As, the aircraft use the call sign 'Air Force One' whenever the President is aboard. Both aircraft are equipped with a luxurious VIP interior, with a stateroom and office as well as a conference and dining room. Separate areas are provided for guests, aides, Secret Service personnel and accompanying press representatives. Secure communications are installed to enable the President to receive and transmit data to the Pentagon and other military locations. Aircraft 82-9000 was delivered on 8 December 1990, with 92-9000 following on 23 December 1990. Both are operated by the Presidential Flight of the 89th Airlift Wing at Andrews AFB, Maryland. The aircraft feature state of the art avionics and are not costly to support as there are still many Boeing 747s in service with commercial operators. However as civilian Boeing 747s are replaced by other more advanced airliners, so the VC-25s will start to become more costly to operate. The Air Force plans to conduct a systems review around 2010.

Serials
VC-25A 82-8000 92-9000

Current Unit Assignment
AMC
89th AW Presidential Ft Andrews AFB, MO VC-25A

Fairchild C-26 Metro III

The Air National Guard acquired 12 Metro III commuter transport aircraft designated C-26A in 1986 to replace the final examples of the C-131. These were designated as ANG Operational Support Transport Aircraft (ANGOSTA). A quick-change interior enabled the role to be switched from passenger to cargo or medical evacuation. The aircraft are primarily used for rapid response for high priority resupply and the movement of senior staff to other airports and remote sites.

In 1989 the ANG began to receive the C-26B, equivalent to the Metro 23, with 37 being acquired by 1994. The ANG hoped to have at least one C-26 within each state, instead of operating a mix of types

including the C-7, C-12, C-130 and C-131, as had previously been the case. Eleven C-26Bs have being fitted with a replacement, third generation forward looking infrared (FUR) system for the counter drug duties. The FLIR has a thermal imaging system as well as laser range finder housed in a gimbal turret and linked to a color television screen. The aircraft are known as C-26B (CD), for Counter Drug, when operating in this role. A single UC-26C was obtained in 1991 fitted with an APG-66 air intercept radar, also for the drug interdiction role. Based at Ellington Field, Texas with the 111th FS, the aircraft is fitted with a FLIR, video camera, and special communications. The Metro was modified to act as a data link to detect aircraft being flown by drug smugglers and pass this information to appropriate authorities. However the UC-26C was later transferred to civilian ownership.

Eleven C-26Bs have been transferred to the Army, while another batch of approximately ten have joined the Navy to replace the UC-12. A number of others are in store, with approximately 14 remaining in ANG service, but operated with civilian identities.

Serial Batches

C-26A	86-0450 to 86-0460	89-0460
C-26B	89-0515	90-0523 to 90-0531
	90-7038	91-0502 to 91-0514
	91-0572	92-0369 to 92-0373
	94-0259 to 94-0265	
UC-26C	89-1471	

Current Unit Assignments

ANG

109th AW	139th AS	Schenectady County Apt, NY	C-26B
111th FW	103rd FS	NAS Willow Grove JRB, PA	C-26A
115th FW	176th FS	Truax Fld, Dane Cty RAR WI	C-26B
125th FW	159th FS	Jacksonville IAP, FL	C-26B
140th Wing	200th AS	Buckley ANGB, CO	C-26B
141st ARW	116th ARS	Fairchild AFB, WA	C-26B
142nd FW	123rd FS	Portland IAP, OR	C-26A
144th FW	194th FS	Fresno AT, CA	C-26B
147th FW	111th FS	Ellington Field, TX	C-26B
150th FW	188th FS	Kirtland AFB, NM	C-26B
162nd FW	148th FS	Tucson IAP, AZ	C-26B
186th ARW	153rd ARS	Key Field, MS	C-26A
187th FW	160th FS	Montgomery RAP, AL	C-26B

The majority of the remaining C 26s in ANG service have all recently been civilian registered. C-26B 84-0263 seen operational with the 162nd FW, Arizona ANG at Tucson IAP, has become N262CD. Bob Archer

Boeing C-32

Four military versions of the Boeing 757-200 were obtained to replace the VC-9 and C-137 for Special Air Missions. Two were ordered in 1998, while the second pair were requested at the same time but funded from the fiscal year 1999 budget. The first two were delivered during mid-June 1998, with the remaining pair joining the 1st Airlift Squadron, 89th AW at Andrews AFB, Maryland during November and December 1998. The latter deliveries were unusual as they both took place during the fiscal year from which they were financed (fiscal year 1999 commencing on 1 October 1998).

The aircraft were purchased under a new streamlined acquisition procedure whereby they came from an existing production line, thereby saving money. To enable the process to be carried out the acquisition team tailored the requirement for the four aircraft to be as close as possible to commercial availability. The interior has a full VIP suite and can accommodate up to 45 passengers. The aircraft have advanced communications including secure voice and data transfer, as well as conventional telephone, satellite, and television links. A traffic collision avoidance system is installed, along with a state of the art global positioning system for precise navigation.

A Boeing 757 wearing military serial '86006' visited Ramstein AB, Germany on 26 February 2000. The aircraft carried no national insignia or unit identity and was white overall with a cheat-line similar to those on the equally anonymous looking C-22 and Boeing 707 reportedly operated by the 486th Flight Test Squadron. As far as is known, the Air Force has only the four C-32As in service and no contract has been acknowledged for the acquisition of a fifth Boeing 757, either new or second-hand.

Serial Batches

C-32A	98-0001 to 98-0002	99-0003 to 99-0004
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Boeing 757 '86006'

Current Unit Assignment
AMC
89th AW 1st AS Andrews AFB, MD C-32A





The 89th AW embarked on a much needed replacement program during the latter half of the 1990s, acquiring four C-32As, based on the Boeing 757-200 airliner. The four aircraft, including 99-0003, are frequent visitors overseas carrying VIPs to summits and forums. Bob Archer

The C-37A has begun to enter service with the 89th AW at Andrews AFB, Maryland, providing a rapid method of transportation for senior military personnel and politicians. C-37A 97-0400 was the first to be delivered, joining the Wing in July 1998. Gulfstream



Gulfstream Aerospace
C-37 Gulfstream V

The C-37A is the military version of the Gulfstream V business jet. The first C-37A joined the 1st AS, 89th AW at Andrews AFB on 15 July 1998, and was followed by a second example during September. Gulfstream Aerospace received a fixed price contract during January 1999 for a third aircraft, with delivery due in December 1999. Subsequently an order for two additional C-37A was placed on 6 April 1999. The latter pair will be used primarily for counter terrorism and disaster response missions, providing a flexible, worldwide rapid capability for federal agents tasked to respond to contingencies. These are due for delivery in mid-2000. All five will be operated by the 89th Airlift Wing at Andrews AFB, Maryland.

The C-37A is used in the SAM role to transport dignitaries to destinations all over the world. The aircraft are fitted with specialized military equipment not normally installed on business jets. This includes a state of the art Honeywell flight management system linked to a head-up display. The system enables the crew to program the arrival at their destination with extreme accuracy. A ground proximity warning device and a microwave landing system are safety features enabling operations to be carried out in all weathers. The C-37A meets the FAA 'extended range with two-engine airplanes' standard enabling long over water flight to be carried out. This feature was previously only available to large commercial airliners.

Serial Batches

C-37A	97-0400 to 97-0401	99-0402 to 99-0404
	99-0405 ??	

Current Unit Assignment

AMC			
89th AW	1st AS	Andrews AFB, MD	C-37A

Israel Aircraft Industries / Tracer
C-38 Astra

The 201 st Airlift Squadron of the District of Columbia ANG at Andrews AFB, Maryland took delivery of the first C-38A Astra on 8 May 1998, and was followed a couple of weeks later by the second aircraft. The two Astras have replaced the C-21A and C-22 to perform operational support and the transportation of distinguished visitors. The aircraft can be configured for a limited aeromedical evacuation role, or for general cargo duties. The C-38 has a global positioning system, tactical air navigation, secure communications, and can be used as a back up command, control and communications system in time of disaster or war. The Oklahoma City Air Logistics Center at Tinker AFB, Oklahoma was responsible for the acquisition of the two aircraft, and will co-ordinate contractor maintenance throughout the service career of the Astra. An option exists for one further aircraft.

Serial Batches

C-38A	94-1569 to 94-1570
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Current Unit Assignments

ANG			
113th Wing	201st AS	Andrews AFB, MD	C-38A

Lockheed C-130 Hercules

The US Air Force was the launch customer for the Lockheed C-130 Hercules with a pair of YC-130 development aircraft ordered in 1953. At the same time seven C-130A models were procured for test and evaluation. Additional C-130As followed before the C-1306 with more powerful engines driving four-bladed propellers was introduced. Neither of these versions remain in operational service with the USAF apart from NC-130A 55-0022 which is flown by the 46th Test Wing for ongoing development work.

The C-130E and H models currently form the backbone of the theater airlift role, being capable of operating from dirt strips to deliver paratroopers and equipment into potentially hostile areas. This is in addition to the peacetime routine delivery of cargo and passengers within Command regions. The basic C-130 performs this duty, whilst highly modified specialized versions conduct numerous diverse roles including electronic warfare, command and control, special operations, combat search and rescue, aerial refueling, test and evaluation, aerial gunship, weather reconnaissance, snow cap resupply, aerial spraying and firefighting.

The C-130E was first introduced in 1961 as an extended range version of the C-1 SOB. A total of 389 were received with initial deliveries commencing in April 1962. The C-130E featured the same Allison T56-A-7 engines as the C-1 SOB, but with two 1,360 US gallon underwing tanks located between the engines. Many C-130Es remain with the active duty Air Force in the airlift role, while others have been transferred to the reserves. Further development by Lockheed resulted in the C-130H becoming the fourth basic version, fitted with uprated Allison T56-A-15 engines. The C-130H saw massive export success before the Air Force ordered any airlift versions, although a host of specialist types joined the USAF commencing in 1964 with the HC-130H. MATS Air Rescue Service received 15 HC-130Hs ordered in 1964, with MAC (who succeeded MATS in January 1966) obtaining further batches ordered in 1965, as well as the HC-130N and P models. Only one of the original HC-130Hs remains in service at present, this being 64-14857 which does not operate on rescue-related tasks. The aircraft was stationed at Hill AFB, Utah, assigned to the 512th Test Squadron. It was painted in conventional camouflage, but had its serial applied to the tail on a small detachable plate! In September 1995 the aircraft was placed in temporary storage with AMARC, and was removed fourteen months later at flown to Ogden Air Logistics Center for overhaul, with its current assignment unconfirmed, although there is a report of the aircraft having been converted to a C-130H and sold to the Royal Jordanian Air Force as '348'. All the other HC-130Hs were redesignated (see serial batches for details). However the Alaskan ANG re-equipped with four new aircraft beginning in 1990 with a single HC-130H and three HC-130Ns.

The first C-130Hs were obtained in 1973 and 1974 for active duty units, followed by additional batches to upgrade the capability of the reserves with this version. Beginning in 1978 the annual budget contained allocations to enable one or more reserve

squadrons to re-equip with brand new aircraft each year through to fiscal year 1996.

The C-130Es are well in excess of 30 years old, and will be amongst the first to be replaced by the new C-130J (see later). However the structural integrity of the C-130 is such that the Air Force is considering a service life extension program to keep selected aircraft operational for the next 15 years under a program designated as the C-1 SOX.

Ten C-130Es were modified to become EC-130E Airborne Battlefield Command and Control Centers (ABCCC), being initially designated as the C-130E-II. Utilising a removable command center for battlefield management, designated as the USC-48 ABCCC III system, with full color computer generated, fully automated text and graphics, digitally controlled communications and rapid data retrieval. Featuring 23 secure radios, teletype and 15 automated computerized consoles, the battlefield staff can analyse and distribute data immediately to combat air assets. ABCCC is linked in real time to the Joint Tactical Information Distribution System (JTIDS) enabling data to be disseminated to others assets including the E-3 AWACS, E-8 Joint STARS and RC-135 Rivet Joint. The ABCCC EC-130Es are part of Air Combat Command with the nine aircraft currently in service being operated by the 355th Wing at Davis-Monthan AFB, Arizona.

Under the heading of Volant Solo, and later Commando Solo, the Pennsylvania Air National Guard operates eight EC-130Es for psychological warfare duties. Two distinctly different versions are assigned to the 193rd SOS at Harrisburg IAP. Four have been modified as 'Rivet Rider' fitted with color television transmitters housed in huge pods located on pylons extending from the tail. The other four are known as 'Comfi Levy' and are ostensibly normal looking C-1 SOEs, although their operational role includes the attachment of electronic and communication intelligence gathering antennae on the main gear doors, side doors and cargo ramp. The latter four aircraft have been renamed Senior Hunter, with the program known as Senior Scout. This highly classified mission is operated on behalf of Electronic Security Command.

Four HC-1 SOHs and 12 C-130Hs were modified to EC-130H 'Compass Call' configuration being in 1981. Involving the installation of disruptive communications and jamming equipment internally, the EC-130Hs have an array of aeriels connected to masts suspended beneath the tail. The aircraft worked in conjunction with the EF-111A Raven, until the latter was withdrawn from service, and now operate autonomously. The EC-130s have begun to receive an upgrade to improve systems reliability known as Block 30. Planned for the future is a further improvement package called Block 35 which will increase offensive counter information compatibility with the latest secure command and control systems. All operational EC-130Hs are flown by the 355th Wing, with one aircraft retained by Lockheed Martin for ongoing development.

Air Force Special Operations Command (AFSOC) operates a variety of C-130s including the AC-130 and MC-130 versions. The AC-130A gunships, which were converted from some of the very earliest production Hercules, were retired during 1995. Eleven

C-130Es were converted to AC-130E 'Spectre' standard during 1972 with the installation of two 20mm Vulcan cannons, one 40mm Bofors gun and a 105mm Howitzer along the port side. Ten of these were re-engined the following year and redesignated as the AC-130H. An extensive countermeasures suite is installed including infrared and missile warning sensors, flare and chaff dispensers and radar warning receivers. Eight remain operational with the 16th SOW at Hurlburt Field, Florida.

The success of the earlier gunships lead to the development of the AC-130U Spooky. Fitted with additional armor, high resolution sensors, a highly sophisticated computer-aided fire control system, and a revised armament suite composed of one 25mm Gatling gun, a 40mm Bofors gun, and the 105mm cannon. Development began in 1987 with the first of 13 AC-130LJs being delivered to AFSOC on 1 July 1994. Ongoing development of sensors will see upgrades including the Directional Infrared Countermeasures program applied to all the AC-130s, working in conjunction with other onboard self

defense systems to enhance survivability against infrared guided missiles. The AC-130LJs are assigned to the 16th SOW at Hurlburt Field, Florida.

AFSOC operates both the MC-130E Combat Talon I and MC-130H Combat Talon II to perform low level, all weather insertion and extraction of special forces personnel in hostile areas. Equipped with terrain following and terrain avoidance radar, an inertial and global positioning satellite navigation system, the MC-130s are capable of high speed aerial delivery. The MC-130E version was originally known as the C-130E-I when first ordered in 1964 with a total of 17 eventually being modified during manufacture or converted subsequently. Despite having been re-engined with Allison T56-A-15 power plants, the aircraft have retained the designation MC-130E. Approximately half were fitted with the Fulton surface to air recovery system to extract personnel or equipment safely from the ground. The system was abandoned in September 1996 and the nose mounted yokes removed, although four aircraft were seen during early 1998 with them refitted. The MC-130E

has also been modified to air refuel AFSOC helicopters with the attachment of underwing hose and drogue assemblies. This version has an offensive role, as it can launch the 15,000 lb BLU-82 'Daisy Cutter' general purpose bomb. The MC-130H differs from its predecessor with a revised nose cone housing a multi mode radar system to enhance low level operations. Defensive measures include an infrared detection system, radar warning and missile launch warning receiver. Chaff and flares can also be dispensed. Both the MC-130E and H models are to be fitted with the Directional Infrared Countermeasures suite in due course. MC-130Es are operated by the 16th SOW and by the 711th SOS, Air Force Reserve Command at Duke Field, Florida. The MC-130H is flown by the 16th SOW as well as the 352nd and 353rd SOGs at RAF Mildenhall, England, and Kadena AB, Okinawa respectively. The 58th SOW performs aircrew training with the MC-130H at Kirtland AFB, New Mexico.

For many years three versions of the HC-130 were operated in the combat search and rescue role,





exposing crews to potential danger without credible defensive measures. The creation of AFSOC in 1990 resulted in the HC-130s assigned to the Command being modified with a defensive suite similar to that installed on the Combat Talons. A further change took place in 1996 when the prefix H (search and rescue) was replaced with an M (special missions). Approximately 30 rescue C-130 were redesignated as MC-130Ps 'Combat Shadows' with integrated inertial navigation and a global positioning system. Interior lighting on the Shadows and Talons has

The backbone of the theater airlift is performed by AMC, and the reserves. C-130H 84-0213 'DE' of the 142nd AS, Delaware ANG is representative of the type. Despite AMC becoming the gaining command for all reserve airlift units, the aircraft retains the tail code from its days under ACC control. Bob Archer

The Hercules has been modified to perform numerous tasks other than airlift. Amongst these are psychological warfare broadcasts using highly modified EC-130Es known as 'Commando Solo'. The large antennae contain television broadcasting equipment. EC-130E 63-7828 is operated by the 193rd SOS, Pennsylvania ANG, and is one of four in this configuration, due to be replaced by the EC-130J beginning in 2001. Bob Archer

The small fleet of EC-130H 'Compass Call' aircraft are stationed at Davis-Monthan AFB, Arizona with the 355th Wing, to perform communications jamming. 73-1598 closes to the tanker during a refueling mission. Peter Foster

been modified for compatibility with night vision goggles. The active duty and reserves operate approximately 30 HC-1 SON and P models dedicated to the combat rescue role, but without a special forces capability. These are all stationed within the USA and Alaska, but rotate to support squadrons enforcing the air exclusion zones above the Balkans and Iraq. Their current operational tempo combined with structural wear and tear of the wing box will enable early production versions to remain effective until the year 2013.

The Air Force operates a small number of retired airframes for loadmaster and other training. Some have retained their operational designation, while at least four have become GC-130Es to indicate usage as a ground training aid. These are assigned to the 82nd Training Wing at Sheppard AFB, Texas. The 645th Materiel Squadron operated the sole NC-130E 64-0500 for various ongoing development work. The aircraft was bailed to Lockheed Martin at Air Force Plant 42, Palmdale Airport, California, and prior to that at Ontario Airport, California. However by October 1999 the NC-130E was at Sheppard AFB, Texas, parked amid the technical training airframes, and would therefore appear to have been retired from flying duties. Former US Coast Guard EC-130V was transferred to the Air Force in October 1993, being redesignated an NC-130H. A report suggested it was assigned to the 545th Test Group at Hill AFB, Utah. Subsequently the aircraft was at Edwards AFB, California with the 412th Test Wing, and was on loan to the Navy at NAS Patuxent River, Maryland during 1999.

The success of the ski-equipped C-130D in service with the 109th TAS, New York Air National Guard resupplying the distant early warning sites in the Arctic resulted in the acquisition of four LC-130H models in 1983. These began delivery in December 1984, and assumed their primary mission the following year. Initially the aircraft were camouflaged, but were repainted gray and red in 1990 to enable detection in snow covered areas. An additional pair of LC-130Hs were ordered in 1992 followed by a third the following year. Resupply of the Antarctic outposts for the National Science Foundation and the US Antarctic scientific research program was conducted by the US Navy until early in 1999 when this duty was transferred to the New York ANG during the southern hemisphere's austral summer months. To enable the 109th AS to fulfil this additional mission the Air Force placed a contract with Raytheon to modify two former US Navy LC-130RS to LC-130H standard, with an option for a third. The aircraft involved are 159129, 160740 and 160741 which have been allocated 'new' USAF serials 76-3300, 76-3301 and 76-3302 respectively.

Fifteen C-130Hs and HC-130Hs were modified for the weather reconnaissance role as WC-130Hs. These initially supplemented and later replaced the handful of WC-130Es. Installed within the cabin are sensors to collect data while tracking tropical storms, cyclones and hurricanes. Typical missions to record data on these weather phenomenon involve the WC-130s physically penetrating hurricanes to gauge and predict their likely course and provide advanced warning to weather forecasters.



The special forces have operated Hercules for several decades, including the MC-130E 'Combat Talon I'. Assigned to the 16th SOW at Hurlburt Field, Florida, MC-130E 64-0568 is highly modified, and retains the Fulton recovery system on the nose, despite this no longer being used officially. **Bob Archer**

NC-130H 65-0979 of the 412th Test Wing at Edwards AFB, spent many years stationed at Hill AFB, on development work associated with remotely piloted vehicles, the forerunner of today's unmanned aerial vehicles. **Bob Archer**



The role was formerly part of the active duty, but has been assigned exclusively to AFRC, with the aircraft flown by the 815th Wing at Keesler AFB, Mississippi. The unit is currently in the process of upgrading to the WC-130J with sensors and equipment being removed from the H models and re-installed in the Js. Five WC-130Js had been delivered by the end of 1999, with a further five due in 2000.

The latest version of the Hercules is the C-130J. Ostensibly similar in external appearance to previous versions, the new C-130J can climb faster to higher operating altitudes, and fly further at a higher cruising speed. The aircraft can also take off and land in a much shorter distance. The main external difference is the replacement of the Allison T56 engines with Allison AE21 OOD3 powerplants driving Dowty six-bladed, composite propellers. Within the cockpit many of the older style screens have been replaced by digital avionics interfaced to mission computers to enhance performance and improve reliability. The aircraft operates with a two man cockpit crew instead of three currently required for other C-130 models. Prototypes were ordered in 1994, with production aircraft being funded from 1996. The 418th Flight Test Squadron at Edwards AFB, California has been conducting test and evaluation of the prototype and a Royal Air Force aircraft, ahead of the introduction into service. The first two US C-130Js were allocated serials 94-3026 and 94-3027 (c/n 5413 and 5415 respectively). However by January 1999 they had been reallocated serials 94-8151 and 8152.

The first example of the C-130J to be delivered to the USAF was flown from Marietta to join the 815th Airlift Squadron, 403rd Wing at Keesler AFB, Mississippi on 28 January 1999. The aircraft was formerly accepted into service by the USAF at a ceremony staged at Keesler AFB, Mississippi on 31 March 1999. The new Hercules was christened *Spirit of Biloxi*, and has begun to replace the current fleet of C-130Es. A second aircraft followed soon afterwards, with both being operated initially in the training role. However contractual arrangements involved the Royal Air Force being launch customer, preventing 'on paper' the USAF from operational missions with the C-130J until after the Royal Air Force had taken delivery of their first versions. The protracted delay in acceptance of the initial aircraft by the RAF, which eventually took place on 23 November 1999, forced the USAF to abandon this plan. The WC-130J was the first of the new models to commence operations, when an aircraft was launched on 12 November 1999 to penetrate Hurricane 'Lenny' off the Florida coast. The sortie was part of the Qualification Test and Evaluation program and was followed by other WC-130J missions during the following days.

The C-130J has also joined the 135th AS of Maryland Air National Guard at Baltimore, which received their initial aircraft in 1999. The first Maryland aircraft was 97-1351, named *Pride of Baltimore*.

The 193rd Special Operations Squadron of the Pennsylvania ANG at Harrisburg IAP is due to begin conversion to the EC-130J beginning in the second quarter of 2001. The first EC-130J was formerly handed over to the squadron on 17 October 1999, although the aircraft will be retained by Lockheed Martin for installation of the mission equipment at the

'Skunk Works' in Palmdale, California. This includes specialized radio, color television and military communications, for psychological warfare broadcasting. The equipment will be removed from existing aircraft and installed in the new airframes on a one for one basis to enable the unit to remain operational throughout the transition period.

Munitions

- AC-130H: two 20mm Vulcan cannons, one 40mm Bofors gun and a 105mm Howitzer
- AC-130U: one 25mm Gatling gun, a 40mm Bofors gun, and the 105mm Howitzer
- MC-130E: 15,000 lb BLU-82 'Daisy Cutter' general purpose bomb.

Serial Batches

NC-130A	55-0022	
C-130E	61-2358 to 61-2373	[61-2364 to GC-130E]
	62-1784 to 62-1866	
	[62-1791, 62-1809, 62-1815, 62-1818, 62-1825, 62-1832, 62-1836, 62-1857, 61-1863 to EC-130E]	
	[62-1794, 62-1807 to GC-130E]	
	[62-1843 to MC-130E]	
	63-7764 to 63-7899	[63-7773, 63-7783, 63-7815, 63-7816, 63-7828, 63-7869 to EC-130E],
	[63-7779 to GC-130E]	[63-7785 to MC-130E]
	63-9810 to 63-9817	[63-9816, 63-9817 to EC-130E]
	64-0495 to 64-0572	[64-0500 to NC-130E]
	[64-0523, 64.0547, 64-0551, 64-0558, 64-0559, 64-0561 to 64-0568, 64-0571,64-0572 to MC-130E]	
	[64-0553 to 64-0555 to WC-130E - all retired]	
	64-17680 to 64-17681	64-18240
	68-10934 to 68-10951	69-6566 to 69-6583
	[69-6567 to 69-6577 to AC-130E, with all except 69-6571 to AC-130H]	
HC-130H	70-1259 to 70-1276	72-1288 to 72-1299
	64-14852 to 64-14866	[64-14859 to C-130E]
	[64-14862 to EC-130H]	
	[64-14852, 64-14853, 64-14855, 64-14856, 64-14860, 64-14863 to 64-14865 to HC-1 SOP]	
	[64-14854, 64-14858 to MC-1 SOP]	
	[64-14861, 64-14866 to WC-130H]	
	65-0962 to 65-0990	
	[65-0964, 65-0972, 65-0976 to C-130E]	
	[65-0969 to C-130H]	
	[65-0962, 65-0989 to EC-130H]	
	[65-0970, 65-0973, 65-0974, 65-0978, 65-0981 to 65-0983, 65-0987, 65-0988 to HC-1 SOP]	
	[65-0971, 65-0975 to MC-1 SOP]	
	[65-0963, 65-0965 to 65-0968, 65-0977, 65-0980, 65-0984, 65-0985 to WC-130H]	
	90-2103	
HC-1 SON	69-5819 to 69-5833	[69-5819 to 69-5823, 69-5825 to 69-5828, 69-5831, 69-5832 to MC-1 SOP]
	88-2101 to 88-2102	
	92-2104	93-2105 to 93-2106
HC-130P	65-0991 to 65-0994	[all to MC-1 SOP]
	66-0211 to 66-0225	[66-0212, 66-0213, 66-0215 to 66-0217, 66-0219, 66-0220, 66-0223, 66-0225 to MC-1 SOP]
C-130H	67-7183 to 67-7185	73-1580 to 73-1588
	[73-1580, 73-1581, 73-1583 to 73-1588 to EC-130H]	
	73-1590 [to EC-130H]	73-1592 [to EC-130H]
	73-1594 to 73-1595	[to EC-130H]
	73-1597(073-1598	
	[74-1683, 74-1686 to YMC-130H both retired]	
	74-2061 to 74-2072	74-2130 to 74-2134
	78-0806 to 78-0813	79-0473 to 79-0480
	80-0320 to 80-0326	80-0332
	81-0626 to 81-0631	82-0054 to 82-0061
	83-0486 to 83-0489	84-0204 to 84-0213
	85-0035 to 85-0042	85-1361 to 85-1368
	86-0410 to 86-0415	86-0418 to 86-0419
	86-1391 to 86-1398	87-9281 to 87-9288
	88-1301 to 88-1308	88-4401 to 88-4408
	89-1051 to 89-1056	89-1181 to 89-1188
	89-9101 to 89-9106	90-1057 to 90-1058
	90-1791 to 90-1798	90-9107 to 90-9108
	91-1231 to 91-1239	91-1651 to 91-1653
	91-9141 to 91-9144	92-0547 to 92-0554

C-130H	92-1 451 to 92-1 454	92-1 531 to 92-1 538
contd	92-3021 to 92-3024	92-3281 to 92-3288
	93-1036to93-1041	93-1455(093-1459
	93-1 561 to 93-1 563	93-2041 to 93-2042
	93-7311 to 93-7316	94-6701 to 94-6708
	94-7310	94-7315(094-7321
	95-1001(095-1002	95-6709(095-6712
	96-1 003 to 96-1 008	96-7322 (o 96-7325
LC-130H	83-0490(083-0493	92-1094(092-1095
	93-1096	
MC-130H	83-1212	84-0475 to 84-0476
	85-0011 to 85-001 2	86-1699
	87-0023 to 87-0024	87-01 25 to 87-01 27
	88-0191 to 88-01 95	88-0264
	88-1803	89-0280 to 89-0283
	90-0161to90-0162	
NC-130H	87-0157	
LC-130R	73-3300	76-3301 to 76-3302
AC-130U	87-0128	89-0509 to 89-051 4
	90-0163(090-0167	92-0253
C-130J	94-3026 to 94-3027	[see notes above]
	94-8151 to 94-81 52	96-81 53 to 96-81 54
	97-1 351 to 97-1 354	98-1355(098-1358
C-130J-30	99-1 431 to 99-1 433	[to be confirmed]
EC-130J	97-1931	98-1932
	99-1933?	00-1934?
WC-130J	96-5300 to 96-5302	97-5303 to 97-5306
	98-5307 to 98-5308	

Current Unit Assignments

ACC			
347th Wing	71st RQS	Moody AFB, GA	HC-1 SOP, C-1 30E 'MY'
355th Wing	41st ECS	Davis-Monthan AFB, AZ	EC-130H 'DM'
	42nd ACCS	Davis-Monthan AFB, AZ	EC-1 30E 'DM'
	43rd ECS	Davis-Monthan AFB, AZ	EC-130H 'DM'
AETC			
82nd TEW	nil	Sheppard AFB, TX	GC-130B/E
31 4th AW	53rd AS	Little Rock AFB, AR	C-130E
	62nd AS	Little Rock AFB, AR	C-1 30E
AFMC			
nil	645th MATS	Palmdale Apt, CA	NC-130E, EC-130H 'D4'
46th TW	40th FLTS	Duke Field, FL	NC-130A
412thTW	41 8th FLTS	Edwards AFB, CA	NC-1 30H, C-1 30J
AFRC			
94th AW	700th AS	Dobbins ARB, GA	C-130H
302nd AW	731st AS	Peterson AFB, CO	C-130H
440th AW	95th AS	Gen.Mitchell IAP, WI	C-130H
81 5th AW	53rd WRS	Keesler AFB, MS	WC-130Hto WC-130J
	81 5th AS	Keesler AFB, MS	C-130EtoC-130J
908th AW	357th AS	Maxwell AFB, AL	C-130H
91 0th AW	757th AS	Youngstown-Warren RAP, OH	C-1 30H
	773th AS	Youngstown -Warren RAP, OH	C-130H
911th AW	758th AS	Gtr.Pittsburgh IAP, PA	C-130H
913thAW	327thAS	NAS Willow Grove JRB, PA	C-1 30E 'WG'
914th AW	328th AS	Niagara Falls IAP, NY	C-130H
91 9th SOW	71 1th SOS	Duke Field, FL	MC-130E, C-130E/H
934th AW	96th AS	Minneapolis-St.Paul IAP, MM	C-130E
939th ROW	39th RQS	Patrick AFB, FL	HC-130N/P 'FL'
AFSOC			
16th SOW	4th SOS	Hurlburt Field, FL	AC-1 SOU
	8th SOS	Hurlburt Field, FL	MC-1 30E, C-1 30E to convert to the MC-1 30H and move to Duke Field in Spring 2000
	9th SOS	Hurlburt Field, FL	MC-1 SOP
	15th SOS	Hurlburt Field, FL	MC-130H to convert to the CV-22A
	16th SOS	Hurlburt Field, FL	AC-130H
352nd SOG	7th SOS	RAF Mildenhall, UK	MC-130H
	67th SOS	RAF Mildenhall, UK	MC-1 SOP, C-1 30E
353rd SOG	1st SOS	Kadena AB, Okinawa	MC-130H
	1 7th SOS	Kadena AB, Okinawa	MC-1 SOP, C-1 30E
AMC			
43rd AW	2nd AS	Pope AFB, NC	C-130E
	41st AS	Pope AFB, NC	C-130E
317thAG	39th AS	DyessAFB, TX	C-130H
	40th AS	DyessAFB, TX	C-130H
463rd AG	50th AS	Little Rock AFB, AR	C-130H
	61st AS	Little Rock AFB, AR	C-130E

PACAF					139th AW	180th AS	Rosecrans Mem Apt, MO	C-130H	'XP'	:
3rd Wing	517th AS	Elmendorf AFB, AK	C-130H	'AK'	143rd AW	143rd AS	Quonset State Apt, RI	C-130E	'RI'	:
374th AW	36th AS	Yokota AB, Japan	C-130E	'YJ'	145th AW	156th AS	Charlotte/Douglas IAP, NC	C-130H	'NC'	:
USAFE					146th AW	115th AS	Channel Islands ANGB, CA	C-130E		
86th AW	37th AS	Ramstein AB, Germany	C-130E	'RS'	152nd AW	192nd AS	MayANGB/Reno-Tahoe IAP, NV		'NV'	:
ANG					153rd AW	187th AS	Cheyenne MAP, WY	C-130H	'WY'	:
106th ROW	102nd RQS	Francis S. Gabreski IAP, NY	HC-130P	'11'	154th Wing	204th AS	Hickam AFB, HI	C-130H		
109th AW	139th AS	Schenectady County Apt, NY	C-130H,		156th AW	198th AS	Louis Muniz ANGB, PR	C-130E		
			LC-130H		165th AW	158th AS	Savannah IAP, GA	C-130H		
118th AW	105th AS	Nashville Metro Apt, TN	C-130H		166th AW	142nd AS	New Castle Cty Apt, DE	C-130H	'DE'	:
123rd AW	165th AS	Standiford Field/Louisville IAP, KY	C-130H		167th AW	167th AS	Eastern WV Regional Apt, WV	C-130H	'WV'	:
124th Wing	189th AS	Gowen Fd, Boise AT, ID	C-130E		175th Wing	135th AS	Martin State Apt, Baltimore, MD	C-130E	'MD'	:
127th Wing	171st AS	Selfridge ANGB, MI	C-130E					to C-130J		
129th ROW	129th RQS	Moffett Fed Apt, CA	HC-130P	'CA'	176th Wing	210th AS	Anchorage IAP, AK	C-130H	'AK'	:
		to MC-130 Pin 2000			179th AW	164th AS	Mansfield Lahm Apt, OH	C-130H	'OH'	:
130th AW	130th AS	Yeager Apt WV	C-130H	'WV'	182nd AW	169th AS	Gtr. Peoria RAP, IL	C-130E	'IL'	:
133rd AW	109th AS	Minneapolis-St. Paul IAP, MN	C-130H	'W'	189th AW	154th IRS	Little Rock AFB, AR	C-130E		
136th AW	181st AS	NAS Fort Worth JRB, TX	C-130H	'TX'	193rd SOW	193rd SOS	Harrisburg IAP, PA	EC-130E (CL)		
137th AW	185th AS	Will Rogers World Apt, OK	C-130H	'OK'				EC-130E (RR)		

The active duty Air Force has yet to order the C-130J, preferring instead to let the reserves introduce the new Hercules into service. One of the first C-130J operators is the 135th AS, Maryland ANG, who sent 97-1354 to Europe during the Spring of 1999. Mai Gault

While most tactical aircraft have been repainted in the gray scheme, HC-130P 66-0222 'LI' of the 102nd RQS, New York ANG has retained the European One camouflage. Bob Archer





Boeing C-135 Stratotanker

The C-135 Stratotanker series is operated by the Air Force in considerable numbers, performing a variety of tasks including aerial refueling, test and evaluation, electronic test, strategic reconnaissance, weather reconnaissance/atmospheric sampling, military treaty observation and compliance, and VIP transport. The majority of aircraft are KC-135s of three differing versions, all of which were ordered as KC-135As between 1955 and 1964. The noisy and environmentally unfriendly Pratt and Whitney J57 powerplants, which utilized water injection to assist with take off, were gradually replaced by more fuel efficient engines. Beginning in 1981, 159 aircraft were fitted with refurbished JT3D turbo fan engines removed from retired commercial Boeing 707s. Converted tankers were redesignated as the KC-135E, which produced 30% more power with a corresponding noise reduction of 85%. The first conversion was to 59-1514 which was assigned to SAC and later ACC until withdrawn from service. The vast majority of the remainder were operated by the reserves. A program to convert some KC-135Es to KC-135R standard has begun, with around 20 having been completed by 1999.

Whereas the KC-135E was an inexpensive medium term measure, the Air Force elected to upgrade the majority of its KC-135A fleet with a more radical conversion. Fitted with CFM International CFM56 high bypass turbofan engines, built under license by General Electric as the F108-CF-100, these aircraft were designated as the KC-135R. The improved 88,000 lbs of thrust was matched by a significant improvement in fuel consumption, offering more fuel to be transferred to the receivers. An auxiliary power unit was installed to enable an autonomous operating capability. Deliveries to the Air Force began in July 1984 with more than 400 having been converted subsequently. 54 KC-135Qs received a similar

modification, becoming the KC-135T. These differed from the KC-135R as they have a tactical air navigation system and secure communications. Internally separate tankage is available for JP7 fuel, which the SR-71 used when operational. No KC-135As remain with the Air Force in operational service, although two are still flown by NASA for various duties including the training of astronauts to experience weightlessness. A number of surplus KC-135As have been retired for storage with AMARC. Although declared surplus by the Air Force, some have found a second career with overseas air arms, including France, Singapore and Turkey following upgrading with the F108 engines. Ongoing modernisation programs have begun to extend the service life of the KC-135 well into the current century. The lower skin has been renewed, adding 27,000 flying hours to the airframe. The Pacer Crag program involving an improved cockpit and navigation suites, incorporating an integrated inertial navigation system with a global positioning system. A color weather radar display is also installed. The entire KC-135 fleet is to receive this modification. The flight crew of three will be reduced to two with the elimination of the navigator's position on Pacer Crag aircraft. 45 KC-135s will also be fitted with a Flight Refuelling Ltd Mk.32B hose and drogue pod on each wingtip to become a three-point tanker. The first aircraft was delivered to the 22nd ARW in 1997 with the program due for completion by 2001. The KC-135 is planned to remain in service until at least the year 2020, and with various upgrades available could be extended for at least another decade and maybe more. The oldest aircraft flying is NKC-135E 55-3132 which is known as 'Big Crow' and operates with detachment 2, 452nd Flight Test Squadron stationed at Kirtland AFB, New Mexico. The aircraft is flown in support of the Army's Electronic Warfare Laboratory, amongst other organisations, to provide electronic countermeasures capability to test the vulnerability and defensive characteristics of various weapons sys-

The KC-135 continues to serve in substantial numbers, although many are now flown by the reserves, including KC-135D 63-8058 of the 117th ARS, Kansas ANG. Formerly an RC-135A with MAC, the aircraft was modified to become a tanker subsequently. Bob Archer

tems. Sister ship 55-3135 is stationed at Edwards AFB, California and performs a variety of tasks. These include calibrating flight refueling evaluation for new aircraft. 55-3135 is known as the FISTA, which is an acronym for Flying Infrared Signature Technology Aircraft, and has 50 windows installed to permit cameras, sensors, and spectrometers to carry out research for the military, NASA and other agencies.

Only a handful of aircraft remain in service which are operated ostensibly without a prefix designation, although in reality none perform conventional airlift/cargo duties. C-135B 62-4126 is assigned to the 141st Air Refueling Squadron, New Jersey Air National Guard at McGuire AFB, although the aircraft appears to have a much more interesting, and maybe clandestine role. The aircraft is gloss white overall and has a thin gold and black cheatline. At least four satellite communications antennae are positioned along the cabin roof along with other associated aerals. The exact nature of the aircraft's duties have not been revealed, although it would seem to be anything but a regular cargo aircraft. Two C-135Cs remain operational, with 61-2668 being part of the fleet assigned to the 15th ABW at Hickam AFB, Hawaii. The 15th ABW also operates KC-135E 57-2589 which has a VIP interior despite its retention of the prefix K in the designation. The second C-135C is 61-2669 'Speckled Trout', which is assigned to the 412th Test Wing at Edwards AFB, California. Trout has a dual role of being the aircraft of the US Air Force Chief of Staff, as well as acting as a test bed for commercially available avionics to evaluate their application within military operations.

A trio of C-135ES include 60-0372 and 60-0375 which are both assigned to the 412th Test Wing at Edwards AFB, California for ongoing test duties. 60-0372 is configured for satellite communications test duties and is fitted with a large oval shaped black fairing above the fuselage. Sister aircraft 60-0375 is assigned to the Argus program to evaluate passive infrared to gauge the effects of the atmosphere on precise laser propagation for the Boeing YAL-1A theater ballistic missile defense system. The third C-135E is 60-0376 which serves with the 15th ABW in the VIP role.

Throughout the 1970s and '80s the Air Force operated numerous EC-135 aircraft with roles varying from electronic intelligence to airborne command post. The ending of the Cold War enabled many of these assets to be retired or reassigned to other duties. Currently there are only three aircraft which retain the designation prefix E in operational service. Eight EC-135Ns were modified for the ARIA role (see Boeing C-18 for details). Some were replaced by the EC-18, while others were retired from service. Gradually the mission has been scaled down, with currently just 60-0374 being the only ARIA aircraft remaining in this role. The aircraft was redesignated as an EC-135E in 1982 following the re-engining with JT3D turbo fan powerplants. Unit assignment is the 412th Test Wing at Edwards AFB, California.

A single EC-135N 61-0327 remains in service although this is no longer associated with the ARIA program. The aircraft was declared surplus in 1985 and received a conventional nose prior to assignment to the Commander in Chief of US Central Command for communications and VIP duties. The EC-135N designation has been retained as it is the only one in the inventory with this suffix. The aircraft is stationed at MacDill AFB, Florida, with the 6th ARW who supply the crews and maintain the aircraft. Former deployment escort EC-135K 59-1518 was employed for many years to accompany intercontinental flights of fighter aircraft. Known as Head Dancer, the duties were gradually taken over by one of the tankers supporting these flights, enabling sister ship 55-3118 to be retired and 59-1518 to join the 15th Air Base Wing at Hickam AFB, Hawaii, in August 1996. There it serves as one of a number of C-135 variants operated on behalf of the Commander in Chief of Pacific Air Forces and his staff.

Former Looking Glass EC-135C 63-8050 was retired from service with the 55th Wing at Offutt AFB, Nebraska, and flown to Edwards AFB, California to join the 412th Test Wing. The aircraft was redesignated as an NKC-135B in October 1996 for duties in support of the High Energy Laser and Airborne Laser programs. In addition the NKC-135B conducts air refueling tests for new aircraft as it retains the refueling boom.

President Eisenhower advocated an Open Skies Treaty in 1955, as a way of verifying the level of arms, and also to reduce the risk of accidental nuclear war. The Soviet Union rejected the idea. The idea was reintroduced in 1989 and met with approval, with 24 nations signing the Treaty at Helsinki in March 1992. Three former WC-135B aircraft were selected for conversion to OC-135B standard with the Aeronautical Systems Division at Wright-Patterson AFB, Ohio, carrying out the modification. This included

the installation of a synthetic aperture radar, and various framing and panoramic cameras for low level and oblique photography. Apart from the flight crew, a normal Open Skies sortie has aboard the mission commander, maintenance technicians, and linguists/sensor operators. In addition representatives of the nation being overflown are also in attendance. The three aircraft were assigned to the 55th Wing at Offutt AFB, Nebraska, although one is maintained in flyable storage with AMARC, as a back up.

The small fleet of RC-135 aircraft are amongst the most important and highly valued assets in the Air Force inventory. All RC-135s, and their TC-135 trainers are assigned to the 55th Wing at Offutt AFB, Nebraska, with operating locations at Kadena AB, Okinawa, and RAF Mildenhall, England. Four different versions are current. All except the RC-135U have a distinguishable elongated thimble nose. Two RC-135S versions are fitted with a sensor suite called 'Cobra Ball III'. This consists of medium wave infrared and optical acquisitions sensors which measure light. A large aperture tracking system telescope is used for small targets. A powerful laser range finder and various electronic signals collections systems are installed to track and identify Intercontinental Ballistic Missiles tests. These aircraft, serials 61-2662 and 61-2663, have the mission equipment sensors mounted on the starboard side only behind windows positioned aft of the cockpit. Former RC-135X 62-4128 'Cobra Eye' which collected data on missile and re-entry vehicles, has been modified to 'Cobra Ball 2' standard with the mission sensors on both sides. The aircraft was redesignated as an RC-135S during 1999, although at present it lacks the full mission capability. The other two RC-135Ss will have a similar mission kit installed on the port side.

Two aircraft, serials 64-14847 and 64-14849, are designated as RC-135U 'Combat Sent'. The aircraft are the only examples which lack the thimble nose, and instead are fitted with a precision power measurement system on the nose, wingtips and rear fuselage, to provide 360 degree coverage to detect signals from all manner of emitters. The aircraft conduct electronic intelligence through automated detection systems housed in cheeks mounted on the forward fuselage. The most prolific version of RC-135 is the 'Rivet Joint' composed of eight RC-135Vs, serials 63-9792, 64-14841, 64-14842, 64-14843, 64-14844, 64-14845, 64-14846, 64-14848, and six RC-135WS, serials 62-4131, 62-4132, 62-4134, 62-4135, 62-4138, and 62-4139. A further three former C-135BS, 62-4125, 62-4127 and 62-4130, went to Raytheon E-Systems to be modified to the RC-135W standard. The first to be completed was 62-4125 which joined the 55th Wing on 15 October 1999. The 'Rivet Joints' are fitted with forward fuselage cheeks and a multiple communications emitter location system consisting of numerous varying shaped antenna located along the underside of the fuselage.

Funding is available for the RC-135 fleet to be re-engined with new F108-CF-100 engines. The first conversion, serial 62-4138 emerged from Boeing's production facility at Wichita, Kansas, during the late Spring of 1999. The wings have been strengthened and new engine struts installed, along with a fire detection and suppression system. The undercarriage has also been strengthened to enable the air-

craft to operate with the markedly improved thrust to weight ratio. Additional RC-135s are scheduled to undergo modification which will each take five months to complete, with all 22 planned to return to service by the end of 2001. At the same time the RCs are receiving a new circular satellite communications link mounted on the top of the tail.

The RC-135s are costly to operate and cannot justify familiarisation and operational conversion training to take place. To alleviate this duty two former C-135Bs have been modified to TC-135S 62-4133 and TC-135W 62-4129 standard. Looking similar to the operational versions, the two trainers have the extended thimble nose, but lack the mission kit. The TC-135W has mock up forward fuselage cheeks which are designed to enable the aircraft to handle similar to an operational Rivet Joint.

The Air Force had ten WC-135Bs, used to conduct weather reconnaissance and analysis, nuclear detection and various other weather related scientific research. However most of these were retired, although two were redesignated as WC-135Ws. Despite having this designation, the two aircraft have completely different appearance and roles. Aircraft 61-2666 is assigned to Raytheon's E-Systems Division at Majors Field, Greenville, Texas, and has the external appearance of a 'Rivet Joint' RC-135V/W. The aircraft has the thimble nose extension and cheeks fitted to either side of the nose, although these lack the mission equipment. The underside of the aircraft has an array of aerals and antennae associated with 'Rivet Joint'. The aircraft is believed to be used by Raytheon to conduct evaluation of new RC-135 equipment, and is assigned to det 2, 645th Materiel Squadron, a direct reporting unit of Air Force Materiel Command. The other WC-135W, serial 61-2667, has a similar external appearance to the former WC-135Bs with the retention of an air sampling scoop aft of the overwing escape hatch on the fuselage side. This aircraft is known as 'Constant Phoenix' with the primary duty to facilitate aerial collection of air particles in the upper atmosphere. These are analysed to determine debris from nuclear weapons detonations. The aircraft was operated by the 55th Wing at Offutt AFB, Nebraska, and was reported to be withdrawn from use in 1997, although it was still operational the following year.

A special occasion tanker. KC-135E 57-1507 with a scheme applied especially for the 'unofficial' 1998 Tiger Meet at RAF Fairford. Bob Archer

Despite being one of the oldest C-135s in service, NKC-135E 55-3135 of the 412th Test Wing at Edwards AFB, California is employed as the Flying Infrared Signature Technology Aircraft, as well as providing air refueling compatibility tests. The black areas on the wing were added for photography of the 1999 Leonoid meteor shower. Bob Archer

The number of VIP configured C-135s has decreased, although C-135C 61-2669 of the 412th Flight Test Squadron, 412th Test Wing at Edwards AFB, California, serves the dual role of being the aircraft assigned to Commander in Chief of the Air Force, as well as evaluating commercially available avionics. It is known as 'Trout 99' after its radio call sign. Bob Archer





During 1999 funding was made available for a major overhaul with Raytheon at their Majors Field facility at Greenville, Texas. Former EC-135C 62-3582 was retained by the 55th Wing when the remainder of aircraft were retired, and modified as a WC-135C during 1999 to replace 61-2667, while the latter received major overhaul.

Approximately six KC-135A/Es, former EC-135Hs and an NKC-135A have found a second career in use with Air Education and Training Command. These are utilized as technical training airframes to enable apprentice tradesmen and women to carry out practice under supervision. These retired airframes have been redesignated as the GKC-135A and E, GEC-135H and GNKC-135A and are assigned to the 82nd Training Wing at Sheppard AFB, Texas. However the GNKC-135A had been moved from the operational area by October 1999, and may well have been withdrawn.

Serial Batches

KC-135A	55-3118 to 55-3146 57-1418 to 57-1514 58-0001 to 58-0130 60-0313 to 60-0368 62-3497 to 62-3580 63-8871 to 63-8888	56-3591 to 56-3658 57-2589 to 57-2609 59-1443 to 59-1523 61-0261 to 61-0325 63-7976 to 63-8045 64-14828 (064-14840)
C-135A	60-0369 to 60-0378	61-0326 to 61-0330
C-135B	61-0331 to 61-0332 62-41251061-4139 63-8046 to 63-8057	61-2662 to 61-2674 62-2381 to 62-3585
RC-135A	63-8058 to 63-8061	
KC-135B	63-9792	64-14841 (064-14849)

Numerous conversions have taken place to the aircraft, many of which are no longer in service, and are therefore outside of the scope of this book. However those which were still current with a different designation assigned from that when ordered are listed below:

Aircraft converted to KC-135E:

55-3141, 55-3143, 55-3145, 55-3146, 56-3593, 56-3604, 56-3606, 56-3607, 56-3609, 56-3611, 56-3612, 56-3622, 56-3623, 56-3626, 56-3630, 56-3631, 56-3638, 56-3640, 56-3641, 56-3643, 56-3645, 56-3648, 56-3650, 56-3654, 56-3658, 57-1421, 57-1422, 57-1423, 57-1425, 57-1426, 57-1428, 57-1429, 57-1431, 57-1433, 57-1434, 57-1436, 57-1438, 57-1441, 57-1443, 57-1445, 57-1447, 57-1448, 57-1450, 57-1451, 57-1452, 57-1455, 57-1458, 57-1459, 57-1460, 57-1463, 57-1464, 57-1465, 57-1468, 57-1471, 57-1475, 57-1478, 57-1479, 57-1480, 57-1482, 57-1484, 57-1485, 57-1491, 57-1492, 57-1494, 57-1495, 57-1496, 57-1497, 57-1501, 57-1503, 57-1504, 57-1505, 57-1507, 57-1509, 57-1510, 57-1511, 57-1512, 57-2589, 57-2594, 57-2595, 57-2598, 57-2600, 57-2601, 57-2602, 57-2603, 57-2604, 57-2606, 57-2607, 57-2608, 58-0003, 58-0005, 58-0006,

A role which was unthinkable during the Cold War, but which has been embraced by several dozen European countries, 'Open Skies' is performed by OC-135B 61-2670 'OF', assigned to the 55th Wing at Offutt AFB, Nebraska.

The gathering of intelligence has been conducted by specially modified C-135s for almost four decades. Amongst those currently fulfilling this task is RC-135U 64-14847 'OP of the 55th Wing. The aircraft is one of two known as 'Combat Sent'. Bob Archer

The last ARIA (Advanced Range Instrumentation Aircraft) EC-135E in service, 60-0374 continues to be operated by the 412th Test Wing from Edwards AFB, alongside a few EC-18s. Paul Bennett

58-0008, 58-0012, 58-0013, 58-0014, 58-0017, 58-0020, 58-0024, 58-0032, 58-0037, 58-0040, 58-0041, 58-0043, 58-0044, 58-0052, 58-0053, 58-0057, 58-0058, 58-0064, 58-0067, 58-0068, 58-0078, 58-0080, 58-0082, 58-0085, 58-0087, 58-0090, 58-0096, 58-0107, 58-0108, 58-0111, 58-0115, 58-0116, 59-1445, 59-1447, 59-1448, 59-1450, 59-1451, 59-1452, 59-1456, 59-1457, 59-1473, 59-1477, 59-1479, 59-1484, 59-1485, 59-1487, 59-1489, 59-1493, 59-1496, 59-1497, 59-1499 59-1503, 59-1505, 59-1506, 59-1509, 59-1514, 59-1516, 59-1519, 60-0316, 60-0327, 61-0268, 61-0270, 61-0271, 61-0280, 61-0281, 61-0303, 62-3527, 62-3566,

Aircraft converted to KC-135R:

57-1418, 57-1419, 57-1427, 57-1428, 57-1430, 57-1432, 57-1435, 57-1436, 57-1437, 57-1439, 57-1440, 57-1453, 57-1454, 57-1456, 57-1459, 57-1461, 57-1462, 57-1468, 57-1469, 57-1470, 57-1472, 57-1473, 57-1474, 57-1479, 57-1483, 57-1486, 57-1487, 57-1488, 57-1493, 57-1499, 57-1502, 57-1506, 57-1508, 57-1512, 57-1514, 57-2593, 57-2597, 57-2598, 57-2599, 57-2605, 58-0001, 58-0004, 58-0009, 58-0010, 58-0011, 58-0015, 58-0016, 58-0018, 58-0021, 58-0023, 58-0027, 58-0030, 58-0034, 58-0035, 58-0036, 58-0038, 58-0051, 58-0052, 58-0056, 58-0059, 58-0063, 58-0066, 58-0073, 58-0075, 58-0076, 58-0079, 58-0083, 58-0085, 58-0092, 58-0093, 58-0098, 58-0100, 58-0102, 58-0104, 58-0106, 58-0109, 58-0110, 58-0113, 58-0114, 58-0118, 58-0119, 58-0120, 58-0121, 58-0122, 58-0123, 58-0124, 58-0126, 58-0128, 58-0130, 59-1444, 59-1446, 59-1448, 59-1450, 59-1453, 59-1455, 59-1458, 59-1459, 59-1461, 59-1463, 59-1465, 59-1466, 59-1469, 59-1472, 59-1475, 59-1476, 59-1478, 59-1482, 59-1483, 59-1486, 59-1488, 59-1492, 59-1495, 59-1498, 59-1499, 59-1500, 59-1501, 59-1502, 59-1505, 59-1507, 59-1508, 59-1509, 59-1511, 59-1515, 59-1516, 59-1517, 59-1521, 59-1522, 60-0313, 60-0314, 60-0315, 60-0318, 60-0319, 60-0320, 60-0321, 60-0322, 60-0323, 60-0324, 60-0325, 60-0328, 60-0329, 60-0331, 60-0332, 60-0333, 60-0334, 60-0341, 60-0347, 60-0348, 60-0349, 60-0350, 60-0351, 60-0353, 60-0355, 60-0356, 60-0357, 60-0358, 60-0359, 60-0360, 60-0362, 60-0363, 60-0364, 60-0365, 60-0366, 60-0367, 61-0264, 61-0266, 61-0267, 61-0272, 61-0275, 61-0276, 61-0277, 61-0280, 61-0284, 61-0288, 61-0290, 61-0292, 61-0293, 61-0294, 61-0295, 61-0298, 61-0299, 61-0300, 61-0302, 61-0304, 61-0305, 61-0306, 61-0307, 61-0308, 61-0309, 61-0310, 61-0311, 61-0312, 61-0313, 61-0314, 61-0315, 61-0317, 61-0318, 61-0320, 61-0321, 61-0323, 61-0324, 62-3498, 62-3499, 62-3500, 62-3502, 62-3503, 62-3504, 62-3505, 62-3506, 62-3507, 62-3508, 62-3509, 62-3510, 62-3511, 62-3512, 62-3513, 62-3514, 62-3515, 62-3516, 62-3517, 62-3518, 62-3519, 62-3520, 62-3521, 62-3523, 62-3524, 62-3526, 62-3528, 62-3529, 62-3530, 62-3531, 62-3533, 62-3534, 62-3537, 62-3538, 62-3539, 62-3540, 62-3541, 62-3542, 62-3543, 62-3544, 62-3545, 62-3546, 62-3547, 62-3548, 62-3549, 62-3550, 62-3551, 62-3552, 62-3553, 62-3554, 62-3556, 62-3557, 62-3558, 62-3559, 62-3561, 62-3562, 62-3563, 62-3564, 62-3565, 62-3567, 62-3568, 62-3569, 62-3571, 62-3572, 62-3573, 62-3575, 62-3576, 62-3577, 62-3578, 62-3580, 63-7976, 63-7977, 63-7978, 63-7979, 63-7980, 63-7981, 63-7982, 63-7984, 63-7985, 63-7987, 63-7988, 63-7991, 63-7992, 63-7993, 63-7995, 63-7996, 63-7997, 63-7999, 63-8000, 63-8002, 63-8003, 63-8004, 63-8006, 63-8007, 63-8008, 63-8011, 63-8012, 63-8013, 63-8014, 63-8015, 63-8017, 63-8018, 63-8019, 63-8020, 63-8021, 63-8022, 63-8023, 63-8024, 63-8025, 63-8026, 63-8027, 63-8028, 63-8029, 63-8030, 63-8031, 63-8032, 63-8033, 63-8034, 63-8035, 63-8036, 63-8037, 63-8038, 63-8039, 63-8040, 63-8041, 63-8043, 63-8044, 63-8045, 63-8871, 63-8872, 63-8873, 63-8874, 63-8875, 63-8876, 63-8877, 63-8878, 63-8879, 63-8880, 63-8881, 63-8883, 63-8884, 63-8885, 63-8886, 63-8887, 63-8888, 64-14828, 64-14829, 64-14830, 64-14831, 64-14832, 64-14833, 64-14834, 64-14835, 64-14836, 64-14837, 64-14838, 64-14839, 64-14840

Aircraft converted to KC-135T:

58-0042, 58-0045, 58-0046, 58-0047, 58-0049, 58-0050, 58-0054, 58-0055, 58-0060, 58-0061, 58-0062, 58-0065, 58-0069, 58-0071, 58-0072, 58-0074, 58-0077, 58-0084, 58-0086, 58-0088, 58-0089, 58-0094, 58-0095, 58-0099, 58-0103, 58-0112, 58-0117, 58-0125, 58-0129, 59-1460, 59-1462, 59-1464, 59-1467, 59-1468, 59-1470, 59-1471, 59-1474, 59-1480, 59-1490, 59-1504, 59-1510, 59-1512, 59-1513, 59-1520, 59-1523, 60-0335, 60-0336, 60-0337, 60-0339, 60-0342, 60-0343, 60-0344, 60-0345, 60-0346

Other conversions

C-135C: 61-2668, 61-2669,
C-135E: 60-0372, 60-0375, 60-0376,
EC-135E: 60-0374,
EC-135K: 59-1518
EC-135N: 61-0327,

; GKC-135A: 58-0070,
i GKC-135E: 56-3623, 56-3645,
; GNKC-135A: 55-3124,
; GEC-135H: 61-0282, 61-0286
i NKC-135B: 63-8050
; NKC-135E: 55-3132, 55-3135
; OC-135B: 61-2670, 61-2672, 61-2674
(latter aircraft stored with AMARC)
l RC-135S: 61-2662, 61-2663, 62-4128
! RC-135U: 64-14847, 64-14849
i RC-135V: 63-9792, 64-14841 to 64-14846, 64-14848
i RC-135W: 62-4125, 62-4131, 62-4132, 62-4134, 62-4135, 62-4138, and 62-4139, plus 62-4127 and 62-4130 under conversion
; TC-135S: 62-4133
i TC-135W: 62-4129
; WC-135C: 62-3582
i WC-135W: 61-2666, 61-2667,

Current Unit Assignments

ACC			
55th Wing	38th RS	Offutt AFB, NE	RC-135U/V/W, TC-135W 'OF'
	45th RS	Offutt AFB, NE	OC-135B, RC-135S, TC-135S, WC-135C 'OF'
	82nd RS	Kadena AB, Okinawa	RC-135s on temporary duty
	95th RS	RAF Mildenhall, UK	RC-135s on temporary duty
366th Wing	22nd ARS	Mountain Home AFB, ID	KC-135R 'MO'
	AETC		
82nd TW	nil	Sheppard AFB, TX	GKC-135A/E, GNKC-135A, GEC-135H
	54th ARS	Altus AFB, OK	KC-135R borrowed from 55th ARS for instructor training
97th AMW	55th ARS	Altus AFB, OK	KC-135R
	AFMC		
nil det2	645th MATS	Majors Field, Greenville, TX	WC-135W
	412th TW	41 2th FLTS Edwards AFB, CA	C-135C
-del 2		452nd FLTSEdwards AFB, TX	EC-135E, NKC-135E
			NKC-135B, NKC-135E
AFRC	434th ARW	72nd ARS Grissom AFB, IN	KC-135R
	19th ARG	99th ARS Robins AFB, GA	KC-135R
22nd ARW	344th ARS	McConnell AFB, KS	KC-135R/T
	349th ARS	McConnell AFB, KS	KC-135R
92nd ARW	350th ARS	McConnell AFB, KS	KC-135R
	384th ARS	McConnell AFB, KS	KC-135R
93rd ARS	92nd ARS	Fairchild AFB, WA	KC-135R/T
	96th ARS	Fairchild AFB, WA	KC-135R/T
319th ARW	97th ARS	Fairchild AFB, WA	KC-135R/T
	905th ARS	Grand Forks AFB, ND	KC-135R
PACAF	906th ARS	Grand Forks AFB, ND	KC-135R
	911th ARS	Grand Forks AFB, ND	KC-135R
15th ABW	912th ARS	Grand Forks AFB, ND	KC-135R
	65th AS	Hickam AFB, HI	C-135C/E, EC-135K, KC-135E
18th Wing	909th ARS	Kadena AB, Okinawa	KC-135R 'IT'
	-det1	Andersen AFB, Guam	KC-135R 'IT'
USAFE	100th ARW	351st ARS RAF, Mildenhall, UK	KC-135R 'D'
	101st ARW	132nd ARS Bangor IAP, ME	KC-135E
107th ARW	136th ARS	Niagara Falls IAP, NY	KC-135R
	108th ARW	141st ARS McGuire AFB, NJ	C-135B, KC-135E
117th ARW	150th ARS	McGuire AFB, NJ	KC-135E
	106th ARS	Birmingham MAP, AL	KC-135R
121st ARW	145th ARS	Rickenbacker IAP, OH	KC-135R
	166th ARS	Rickenbacker IAP, OH	KC-135R
126th ARW	108th ARS	Scott AFB, Chicago, IL	KC-135E

128th ARW	126th ARS	Gen Mitchell IAP, WI	KC-135R	
134th ARW	151st ARS	McGhee Tyson Apt, TN	KC-135E	
141st ARW	116th ARS	Fairchild AFB, WA	KC-135E	
151st ARW	191st ARS	Salt Lake City IAP, UT	KC-135E	
154th Wing	203rd ARS	Hickam AFB, HI	KC-135R	'HH'
155th ARW	173rd ARS	Lincoln MAP, NE	KC-135R	
157th ARW	133rd ARS	Pease ANGB, NH	KC-135R	
161st ARW	197th ARS	Phoenix Sky Harbor IAP, AZ	KC-135E	
163rd ARW	196th ARS	March ARB, CA	KC-135R	
168th ARW	168th ARS	Eleison AFB, AK	KC-135R	
171st ARW	145th ARS	Gtr Pittsburgh IAP, PA	KC-135E	
	146th ARS	Gtr Pittsburgh IAP, PA	KC-135E	
186th ARW	153rd ARS	Key Field, MS	KC-135R	
190th ARW	117th ARS	Forbes Field, KS	KC-135D/E	

Boeing C-137 Stratoliner

Three Boeing 707-153s were ordered in May 1958 as VC-137As for transportation of the President and his staff, senior politicians and other VIPs. The aircraft were fitted with luxurious interiors and the necessary communications to enable the President to liaise with the Pentagon, senior military personnel and other departments in Washington DC. The aircraft were assigned to the 1254th Air Transport Group, which at that time was located at Washington National Airport, although the short runway was considered to be unsuitable to accommodate the VC-137s, with detachment 1 of the 1298th ATS being established soon afterwards at Andrews AFB, Maryland. 58-6970 was delivered a few days after being ordered, with the remaining two following in June. The aircraft were upgraded to VC-137B standard in 1963 with the replacement of the J57 engines with JT3D turbo fans. By this time the 'short' tail had been replaced with a taller version to increase stability. These aircraft flew as Air Force One whenever the President was aboard. In 1961 the Air Force ordered a Boeing 707-320B as a dedicated VC-137C 'Air Force One' for President John F Kennedy. The aircraft, serial 62-6000 was delivered in October 1962, and was joined by a second in August 1972 when 72-7000 was assigned to the fleet. The 1254th ATG was upgraded to wing status in December 1960, and was redesi-

gnated as the 89th Military Airlift Wing in January 1966. The prefix V for VIP was deleted from most aircraft, including the C-137s during the late 1970s during the Presidency of Jimmy Carter. Late in 1990 the 89th MAW received two VC-25As dedicated to the role of 'Air Force One', enabling the C-137s to be relegated to a supporting role. Gradually the C-137s have been retired from service as more capable VIP aircraft have joined the wing. Most of the former Presidential aircraft have joined museums as they have secured for themselves a place in history. However, 72-7000 visited Keflavik, Iceland, in October 1999, and was obviously still in service with the 89th AW. Two second-hand C-137Cs were obtained in 1985 and added to the fleet, used primarily to accompany 'Air Force One' on visits away from Washington with members of the press and other aids.

The designation EC-137D was allocated to the AWACS, the first aircraft, 71-1407, being assigned as this initially. However, it was decided the AWACS should have a separate identity, with E-3 being selected for the remainder of the fleet and 71-1407 being redesignated accordingly. One other aircraft has been allocated this designation. In 1991 United States Special Forces Command received EC-137D 67-19417 with the role of transporting senior command personnel to worldwide destinations. The aircraft is gloss white overall and has various antennae to enable the passengers to communicate with ground facilities. The serial is composed of the constructors number 19417, with the prefix 67 being the year in which the aircraft was originally manufactured. An air refueling receiver has been fitted just aft of the cockpit to extend the non-stop range of the aircraft. The 2nd Special Operations Flight operates the EC-137D, which is stationed at Robins AFB, Georgia, and crewed by personnel of the 19th ARG.

Three other Boeing 707s are in service, although they are all shrouded in mystery. The first carries serial '86005', with its previous identity, operating unit and aircraft designation being unknown. The aircraft appears to be based at Wright-Patterson AFB, Ohio with Headquarters Air Force Materiel Command and is reported to be operated by the 486th Flight Test

Squadron. However no other details are known about this unit, which also operates the sole C-22C. Another Boeing 707, serial '86008' visited Rhein-Main Air Base, Germany, during the latter part of the 1990s, with no details of the operating unit or previous identity being apparent. A similar aircraft serial '31044' is operated by the 53rd Wing, and may be based at Eglin AFB, Florida. All three are gloss white overall and carry no unit or command insignia externally. It is possible that the first digit is the fiscal year in which the aircraft were obtained by the Air Force, which would make 88-6005,88-6008 and 93-1044 as candidates for their full serials, although this is pure speculation. However the sighting of the Boeing 757 serial '86006' (see under C-32 for details) would appear to place serious doubt on this conjecture.

Serial Batches			
VC-137A	58-6970 to 58-6972	[to VC-137Bs, later C-137Bs]	
VC-137C	62-6000, 72-7000	[to C-137Cs]	
C-137C	85-6973 (085-6974		
EC-137D	67-19417		
Type unknown	86005, 86008, 31044		

Current Unit Assignment			
ACC			
53rd Wing	... ?	Eglin AFB, FL	Boeing 707
AFMC			
... Wing	486th FITS	Wright-Patterson AFB, OH	Boeing 707
AMC			
89th AW	1st AS	Andrews AFB, MD	C-137C
USSOC			
nil	2nd SOF	Robins AFB, GA	EC-137D

89th Airlift Wing C-137C 85-6973, which was one of two acquired second-hand in 1985 to support Presidential visits, carrying press and other aids. Mil-Slides



Lockheed C-141 Starlifter

The C-141 Starlifter was the first true jet airlifter introduced into service in appreciable numbers. Designed during the late 1950s, and first ordered in 1961, the Starlifter has performed valuable service during thousands of routine airlift sorties, as well as supporting wars spanning the period from Vietnam to the Balkans. The first C-141s were delivered to Edwards AFB, California for operational test and evaluation, prior to the type joining the Military Air Transport Service at Tinker AFB, Oklahoma, for aircrew training duties in October 1964. Operational squadrons began to receive the C-141 in April 1965 with 63-8075 inscribed *The Golden Bear* being the first to join the 1501st Air Transport Wing at Travis AFB, California. Whilst the C-141A was an extremely effective airlifter, Lockheed designed an ambitious modification to add 30% extra cargo space and instal an air refueling receptacle to enable larger loads to be carried further, non-stop. Designated as the C-141B the prototype emerged from conversion at Marietta, Georgia in 1979. This was followed by the entire production batch of C-141 As, except for the four test aircraft and ten others which had been lost in accidents earlier. The final C-141B conversion was returned to service in June 1982.

A dozen C-141 Bs have been modified for the Special Operations Low Level role, designated as 'SOLL II' ('SOLL I' being a little known C-130 version, which also has the mission name of 'Pathfinder'). The 12 aircraft were assigned to the 437th AW at Charleston AFB, South Carolina, with the 16th Airlift Squadron. The most distinguishable feature was the nose mounted forward looking infrared turret, along with missile warning receivers, radar warning receivers and electronic countermeasures. The 'SOLL II' aircraft also had chaff and flare dispensers fitted. Internally the cockpit and fuselage hold have modified lighting for compatibility with night vision goggles. The aircraft began transferring to the 305th AMW at McGuire AFB, New Jersey, in July 1999 to join the 6th AS, although the 16th AS still had a number of C-141 Bs on strength during January 2000.



The Air Force has requested funding for 14 additional C-17As dedicated to the SOLL mission. These are likely to be ordered beginning in 2003 enabling the 'SOLL II' C-141 Bs, which by that time will be last active duty Starlifters in service, to be retired. The 57th AS, 97th AMW at Altus AFB, Oklahoma, has been responsible for Starlifter aircrew training, although the reduced number of aircraft has diminished the need. The squadron retired their last aircraft on 18 October 1999 when 66-0198 departed Altus AFB for storage with AMARC. However, several other Starlifters were at Altus AFB awaiting disposal towards the end of 1999.

Sixty-four C-141Bs are being modified to C-141C standard exclusively for the Air National Guard and Air Force Reserve. The program is a joint venture between Raytheon's E-Systems Division and the Warner Robins Air Logistics Center at Robins AFB, Georgia. Some aircraft have been modified at Robins AFB, Georgia, although associated modification work is being undertaken by Raytheon at Tst Airport, Waco, Texas. The first aircraft was 65-9414 which emerged from modification on 31 October

1997. The C-141C has a glass cockpit featuring an all-weather flight control system consisting of a digital auto pilot, advanced computerized touch screen avionics displays with digital readouts, and a ground collision avoidance system. The upgraded cockpits are designed to enable the C-141 Cs to remain in service until at least 2006, thereby becoming the last operational Starlifters. At least four retired Starlifters have been redesignated as GC-141Bs for ground training duties with AETC.

A C-141B 'SOLL II' of the 305th AMW at McGuire AFB, New Jersey, ejecting flares as part of its defensive capabilities. The 'SOLL II' version has the primary role of supporting special forces.
USAF Official

The 62nd AW at McChord AFB, Washington, has continued to operate C-141Bs, despite beginning the conversion to the C-17A in July 1999. 66-0149 is one of many which have served the Air Force well for almost 35 years.
Bob Archer



Serial Batches

C-141A	61-2775 to 61-2779
	[61-2775, 61-2776, 61-2777 & 61-2779 to NC-141 A]
	63-8075 to 63-8090
	65-0216 to 65-0281
	65-9397 to 65-9414
	66-0126 to 66-0209
	[66-0126, 66-0176, 66-0189 to GC-141B]
	66-7944 to 66-7959
	67-0164(067-0166
	64-0609 to 64-0653
	[65-0228 to GC-141B]
	66-0001 to 67-0031

All C-141 As were converted to C-141B standard apart from the four NC-141 As, and 63-8077, 64-0641, 64-0647, 65-0274, 65-0281, 65-9407, 66-0127, 67-0006, 67-0008 and 67-0030, all lost to accidents.

Sixty-four C-141 Bs are due to be converted to C-141C standard, with 65-9414 being the first aircraft to be modified. Additional C-141Cs include 61-2778, 63-8080, 63-8084, 63-8085, 64-0627, 65-0216, 65-0222, 65-0225, 65-0229, 65-0232, 65-0245, 65-0248, 65-0249, 65-0256, 65-0261, 65-0271, 65-9409, 65-9412, 66-0134, 66-0136, 66-0139, 66-0148, 66-0151, 66-0152, 66-0157, 66-0164, 66-0167, 66-0177, 66-0181, 66-0182, 66-0191, 66-0193, 66-0201, 66-7950, 66-7952, 66-7953, 66-7954, 66-7957, 67-0015, 67-0021, 67-0024, 67-0029 and 67-0031. Remaining reserve aircraft which should be converted to C-141C standard are likely to include 64-0614, 64-0620, 64-0622, 64-0632, 64-0637, 64-0640, 64-0645, 65-0226, 65-0237, 65-0250, 65-0257, 65-0258, 66-0130, 66-0132, 66-0153, 66-0174, 66-0185, 66-0190 and 66-7959.

Twelve C-141Bs have been converted to 'SOLL II' specification: 64-0630, 65-0224, 65-9401, 66-0131, 66-0155, 66-0192, 67-0003, 67-0004, 67-0010, 67-0013, 67-0014, 67-0165.

Current Unit Assignments

AETC			
82nd TRW	nil	Sheppard AFB, TX	GC-141B
AFRC			
445th AW	89th AS	Wright-Patterson AFB, OH	C-141C
	356th AS	Wright-Patterson AFB, OH	C-141C
452nd AW	729th AS	March ARB, CA	C-141C
	730th AS	March ARB, CA	C-141C
459th AW	756th AS	Andrews AFB, MD	C-141C
AMC			
62nd AW	4th AS	McChord AFB, WA	C-141B
	7th AS	McChord AFB, WA	C-141B
		converting to the C-17A	
	8th AS	McChord AFB, WA	C-141B
305th AMW	6th AS	McGuire AFB, NJ	C-141B/SOLLII
	13th AS	McGuire AFB, NJ	C-141B
437th AW	16th AS	Chareleston AFB, SC	C-141B/SOLLII
		converting to the C-17A	
ANG			
164th AW	155th AS	Memphis IAP, TN	C-141C
172nd AW	183rd AS	Jackson IAP, MS	C-141C

CASA212 Aviocar

The Air Force acquired two CASA 212-200 models in 1987 followed by a further four in 1990. The aircraft are unusual as they have retained their manufacturer's identity without having a US military designation applied. The first two served with the 61st MAG under Military Airlift Command at Howard AFB, Panama, and were in service with the unit by 1989. However the delivery of the C-27s to Howard AFB beginning in August 1991 resulted in the CASA 212s being reassigned to the United States. By 1993 the aircraft were stationed at Pope AFB, North Carolina, with detachment 6 of Headquarters Air Force Special Operations Command. The Aviocar's duties included supporting the Army special forces personnel of the 82nd Airborne Division at the massive Fort Bragg complex which encompasses Pope AFB. Pope had housed the 1724th Special Tactics Squadron (MAC) for several years to develop special operations duties, with this unit becoming part of AFSOC in 1990 when the new command was formed. The unit was redesignated as the 24th STS in 1994, with both squadrons utilising the Aviocars. The 427th SOS had been formed at Pope AFB by 1995, with the CASA 212s being reassigned to this unit. At least two of the CASAs transited Europe to the Middle East in 1991, for duties associated with the United States' ongoing presence in the region. During October 1994 the 6th SOS was formed at Hurlburt Field, with the UH-1N assigned from October 1996. The CASA 212s began relocating to Hurlburt Field, Florida in November 1997 for reassignment to the 6th SOS, with transfer complete by early 1998. Despite being frequent visitors to Hurlburt Field, this was the first time the aircraft had been in permanent residence. The mission of the 6th SOS is to advise and train foreign aviation forces to employ and sustain their own assets and when necessary integrate these into joint, multi-national operations. Primarily this involves advising and training against internal threats of subversion and insurgency. The role of the CASA 212 within this mission would seem to be geared towards supporting combat air operations, and most likely to prac-

tice infiltration of small teams behind enemy lines. During 1999, 87-0159 and 90-0169 were relocated to Libby AAF at Fort Huachuca, Arizona, to join a US Special Operations Command assignment serving all four branches of the Defense Department. The aircraft are particularly shy of publicity, to the point of not even appearing on any Air Force inventories !

Serial Batches

CASA 212-200	87-0158 to 87-0159	90-0168 to 90-0169
	90-0177 to 90-0178	

Current Unit Assignments

AFSOC			
16th SOW	6th SOS	Hurlburt Field, FL	CASA-212-200

Boeing E-3 Sentry

The Air Force purchased 34 E-3s, officially named Sentry but universally known as AWACS (for Airborne Warning and Control System), between 1971 and 1983. The Sentry performs all-weather, long range high- or low-level surveillance of all manned and unmanned air vehicles, over all terrain. The heart of the system is the mast mounted Westinghouse AN/APY-1 overland downlook radar located above the rear fuselage in a huge rotating dome. The radar can detect all airborne objects at distances up to 300 miles from the aircraft in orbit. Further development of the system produced the AN/APY-2 which has an improved capability and can simultaneously detect aircraft and shipping. The rotating radar scans the surveillance area and displays the synthesized data on consoles located in the main cabin. The E-3 employs identification friend or foe (IFF) to detect, identify and track aircraft and shipping. Details of hostile targets are data linked to fighter aircraft for immediate action.

The first two aircraft were designated as EC-137D, although the AWACS differed so radically from the remainder of the C-137 fleet, that this was changed to the E-3. Twenty-five aircraft, including the Boeing development Sentry, were constructed to core E-3A Standard, but were upgraded soon afterwards with





enhanced computer capabilities, Have Quick anti-jamming communications, ECM-resistant voice communications, and with the maritime capability incorporated. These were redesignated as the E-3B, with the first, serial 71-1407 completing conversion by Boeing on 19 July 1984, while the remainder were modified by the Oklahoma City Air Logistics Center at Tinker AFB, Oklahoma, with Boeing-supplied kits. The next seven aircraft were also designated as the E-3A, but had the maritime surveillance capability incorporated during manufacture. These were redesignated as the E-3C. The final pair, with serials 83-0008 and 0009 were modified on the production line and emerged as the E-3C. The E-3C aircraft are currently 'Block 25', and are a common standard to NATO E-3As.

The 1999 conflict in the Balkans involved E-3s

from the US, NATO, France and Britain's Royal Air Force, all participating alongside one another, suggesting inter-operability.

The aircraft are receiving major upgrades to enhance their capabilities. These include the installation of Electronic Support Measures (ESM) with sensors housed beneath the nose cone, along the forward fuselage and beneath the tail, to detect signals from hostile sources. The Joint Tactical Information Distribution System (JTIDS) is also being upgraded to speed the flow of data to other aircraft and ground stations.

Air Combat Command and the Electronic Systems Center began a program entitled 'Extend Sentry' in 1994 to upgrade the E-3 for an effective service life through until 2025. This involved identifying onboard systems with the highest failure rates. In addition there are a host of improvements pending which will be funded through the coming years. One far reaching plan is for the E-3 to link with high altitude UAV's to expand radar coverage with a single AWACS downlinking data from several unmanned intelligence platforms. The eventual aim is for the entire AWACS mission to transition to UAV's initially and later to space based sensors.

E-3C 73-1674 is the Boeing development aircraft and is known as AWACS Test System 3. The aircraft was originally an E-3A, later becoming the development E-3B, and has since been modified to full E-3C standard. The aircraft is maintained and operated by Boeing at Seattle to verify enhancements, prior to

them being applied operationally. All other E-3s are assigned to the 552nd Air Control Wing at Tinker AFB, Oklahoma within four squadrons. In addition the 961st and 962nd AACS's at Kadena AB, Okinawa and Elmendorf AFB, Alaska respectively operate two aircraft each which are rotated from Tinker AFB. The E-3 is seen as one of the most important assets in the Air Force inventory with aircraft deployed continually to monitor the air exclusion zones above Iraq. Frequent involvement in exercises and operations ensures high aircraft utilisation with crews being amongst the most highly deployed in the Air Force.

Serial Batches

E-3A	71-1407 to 71-1408	73-1674 to 73-1675
	75-0556 to 75-0560	76-1604 to 76-1607
	77-0351 to 77-0356	78-0576 to 78-0578
	79-0001 to 79-0003	
	[all 25 upgraded to E-3B standard, with 73-1674 subsequently redesignated as an E-3C]	
E-3A	80-0137 to 80-0139	81-0004 to 81-0005
	82-0006 (081-0007)	
	[all 7 upgraded to E-3C standard]	
E-3C	83-0008 to 83-0009	

Current Unit Assignments

ACC				
552nd ACW	963rd AACS	Tinker AFB, OK	E-3B/C	'OK'
	964th AACS	Tinker AFB, OK	E-3B/C	'OK'
	965th AACS	Tinker AFB, OK	E-3B/C	'OK'
	966th AACS	Tinker AFB, OK	E-3B/C	'OK'
PACAF				
3rd Wing	962nd AACS	Elmendorf AFB, AK	E-3B/C	'AK'
18th Wing	961st AACS	Kadena AB, Okinawa	E-3B/C	'ZZ'

CASA 212 90-0168 currently serves with the 6th SOS, 16th SOW at Hurlburt Field, Florida. The aircraft was stationed at Pope AFB, North Carolina, for a number of years with the 427th SOS. Paul Bigelow

One of the most highly valued missions in the Air Force is that of airborne early warning provided by the fleet of E-3 Sentries. Known as the AWACS, the E-3s have participated in every campaign since introduction into service during the mid-1970s. 18th Wing E-3C 83-0008 'ZZ' based at Kadena AB, Okinawa, lands at Nellis AFB, Nevada. Paul Bennett



Boeing E-4 NAOC

The Boeing E-4B serves as the National Airborne Operations Center (NAOC) for the National Command Authorities. Based on the Boeing 747-200, four E-4Bs are operated by the 55th Wing at Offutt AFB, Nebraska under Air Combat Command.

The primary role is to act as an airborne survivable command, control and communications center to direct military forces, execute war orders and coordinate civil authority action in time of national emergency. The cabin is divided into separate work areas to enable as many as 100 key personnel to function. An E-4B always accompanies the President during overseas visits, especially those across the Atlantic or Pacific Oceans, where the aircraft is maintained on a ground alert basis. In 1994 the NAOC gained an additional role to support the Federal Emergency Management Agency during national disasters such as hurricanes or earthquakes. During such a situation, the E-4 would fly to a conveniently close location to become the command and control center until the emergency teams could establish their own facilities.

Four E-4Bs are operated by the 55th Wing as the National Airborne Operations Center. In effect these are airborne command, control and communications centers to direct activities in the event of a national emergency. E-4B 73-1676 is parked in one of the secure areas at Offutt AFB, Nebraska. Joe Bruch

E-8C J-STARS 92-3290 'WR' of the 93rd ACW at Robins AFB, Georgia. The aircraft has the role of detecting vehicle movements through the Norden phased array radar housed in the elongated canoe fairing beneath the fuselage.
USAF Official

The first three aircraft were ordered as E-4As, with deliveries commencing late in 1974. The fourth was upgraded to E-4B standard during manufacture and delivered in January 1980. The other three were brought up to this standard, which involved the installation of the Milstar satellite secure communications link housed in a large fairing above the forward fuselage. MILSTAR is an acronym for Military Strategic and Tactical Relay, designed to relay orders to military forces during nuclear war, although this was later dropped. The E-4s feature electromagnetic pulse protection as well as nuclear and thermal effects shielding. At any one time an E-4B is maintained on alert status at Offutt AFB with the crew ready to launch at short notice.

Serial Batches

E-4A	73-1676 to 73-1677	[upgraded to E-4B standard]
	74-0787	[upgraded to E-4B standard]
E-4B	75-0125	

Current Unit Assignment

ACC			
55th Wing	1stACCS	Offutt AFB, NE	E-4B





Boeing E-8 Joint STARS

The Joint Surveillance Target Attack Radar System (Joint STARS) program began in 1982 as a combination of separate Air Force and Army developments to locate and track multiple moving ground targets. In May 1984 the Grumman Aerospace (now Northrop Grumman) proposal was accepted to mount an elongated Norden phased array radar antenna in a 26 foot long canoe-shaped radome beneath the forward fuselage. Joint STARS operates a wide area surveillance with a moving target indicator which can detect, locate and identify slow moving targets. The system is so sophisticated it can differentiate between tracked and wheeled vehicles. Using synthetic aperture radar to produce photographic images of selected areas, including infrastructure such as buildings, bridges and stationary vehicles.

The first two development aircraft were designated as E-8As and were former commercial Boeing 707 airframes converted to house the system. Testing began in 1988 but was incomplete when the two aircraft were deployed Riyadh, Saudi Arabia early in 1991 to participate in Operation 'Desert Storm'. Manned by Northrop Grumman personnel, the system worked extremely well with 49 combat sorties taking place accumulating 500 flight hours. The Air Force originally intended to buy new airframes for the program, and ordered the single YE-8B 88-0322 for service. After languishing for some time at Seattle, the aircraft was taken on change by the USAF in October 1991, although it did not become operational, as was stored at Davis-Monthan AFB, Arizona for a short time still in primer. The Air Force decided it would be cheaper to obtain surplus Boeing 707 airframes and have them refurbished and in June 1992 the aircraft was flown back to the manufacturer for de-modification for a new role with a civilian owner.

Production aircraft were designated as E-8Cs,

with the first performing its maiden flight in March 1994. The 93rd Air Control Wing at Robins AFB, Georgia is the operational Joint-STARS unit, and received their first aircraft in June 1996. Prior to this date, Joint STARS was due to commence initial operational test and evaluation in November 1995. However testing was delayed due to the deployment of an E-8A and the production E-8C to Rhein-Main, Germany, for peacekeeping duties over Bosnia-Herzegovina. From December 1995 until March 1996 the aircraft flew 95 operational sorties. A similar set-up involving an E-8A and E-8C was established at Rhein-Main in October 1996 for more sorties over Bosnia.

The original plan was for 19 E-8Cs to be purchased, including the two E-8As which were eventually to be brought up to full operational capability. However the May 1997 Quadrennial Defense Review reduced production to 13 for the Air Force, with the request that the additional six be bought and operated by NATO. However NATO has not shown any interest in this proposal, resulting in increasing calls from political and senior military officials for the full 19 aircraft production run to be reinstated. Funding has been approved for more than 13 operational E-8Cs, with 16 budgeted by fiscal year 2000.

Serial Batches

E-8A	86-0416 to 86-0417	[both redesignated as TE-8As]
YE-8B	88-0322	
E-8C	90-0175	92-3289 to 92-3290
	93-0597	93-1097
	94-0284 to 94-0285	95-0121 to 95-0122
	96-0042 to 96-0043	97-0100
	97-0200 to 97-0201	99-0006
	00- (one aircraft)	
GE-8C	66-30052 (wears bogus serial 93-0011)	

Current Unit Assignments

ACC				
93rd ACW	12th AACS Robins AFB, GA	E-8C	W	;
	16th AACS Robins AFB, GA	E-8C	W	;
	93rd TRS Robins AFB, GA	TE-8A	'WR'	;

Two E-9As are assigned to the 53rd Weapons Evaluation Group stationed at Tyndall AFB, Florida. The phased array telemetry antenna is located in the elongated fairing, via Mil-Slides

de Havilland Canada E-9 Dash 8

Two Dash 8M-100 aircraft were obtained in 1988 for service with the 475th Weapons Evaluation Group at Tyndall AFB, Florida. The primary role was as an airborne telemetry relay aircraft. The E-9s are used for low altitude, over-the-horizon data gathering during missile tests, and for sea surveillance to keep civilian boats away from the Gulf Test Range during firing. The aircraft are fitted with a sea surveillance radar in a ventral dome, and a five beam, phased array telemetry antenna in a large elongated fairing on the starboard side. The 75 square foot antenna can automatically detect, track and relay data from five different sources simultaneously.

The two aircraft were initially operated with civilian registration numbers, but have subsequently adopted military serials. The 475th WEG was inactivated, with the E-9As being absorbed into the 82nd Aerial Targets Squadron which is part of the 53rd WEG. Both of these units are assigned to the 53rd Wing with headquarters at Eglin AFB, Florida, although the aircraft reside at Tyndall AFB.

Serial Batches

E-9A 84-0047 to 84-0048

Current Unit Assignment

ACC				
53rd Wing	82nd ATS	Tyndall AFB, FL	E-9A	'WE'

McDonnell QF-4 Phantom II

For many years, Air Combat Command, and its predecessor Tactical Air Command, have used surplus fighter aircraft as full-scale remotely piloted targets for realistic weapons firing training. F-86 Sabres were one of the first types to be employed. F-102 Delta Daggers followed, then F-100s, F-106s, and latterly the F-4. BAE Flight Systems at Mojave Airport, California currently have contracts to convert in the region of 300 F-4s to QF-4 standard. The F-4E, F-4G and RF-4C are the three versions which are being modified. The first was completed in September 1993, and featured a remote control system mounted in the rear seat. The aircraft can be operated in either manned or unmanned mode. Unmanned sorties are flown predominantly, with the aircraft launched from the ground by remote control via a video link. Self destruct equipment is installed which

automatically destroys the aircraft if contact is lost for several minutes, or if the drone is too badly damaged to make a safe landing. Manned sorties are flown when ground controllers are receiving training, and no live weapons are being fired. The aircraft are compatible with the Gulf Range Drone Control Upgrade System which is a multi-function command and control system designed to enable the QF-4s to perform evasive tactics and provide realistic training. QF-4s are operated for air-to-air missile training from Tyndall AFB, Florida and for ground-to-air missile tests over the White Sands complex, while flying from Holloman AFB, New Mexico.

Serial Batches

QRF-4C	64-1053, 65-0944, 68-0555, 68-0564, 69-0383
QF-4E	66-0338, 66-0342, 67-0320, 67-0337, 67-0343, 67-0349, 67-0356, 67-0390, 68-0303, 68-0317, 68-0320, 68-0340, 68-0343, 68-0345, 68-0366, 68-0385, 68-0389, 68-0391, 68-0449, 72-0136, 73-1203, 73-1204, 74-1060



QF-4G	69-0237, 69-0238, 69-0239, 69-0241, 69-0242, 69-0243, 69-0244, 69-0245, 69-0246, 69-0247, 69-0248, 69-0249, 69-0250, 69-0251, 69-0253, 69-0254, 69-0255, 69-0258, 69-0259, 69-0260, 69-0261, 69-0263, 69-0264, 69-0265, 69-0269, 69-0272, 69-0273, 69-0274, 69-0275, 69-0277, 69-0278, 69-0281, 69-0284, 69-0285, 69-0286, 69-0290, 69-0292, 69-0298, 69-0303, 69-0304, 69-0305, 69-0306, 69-0307, 69-7201, 69-7202, 69-7204, 69-7207, 69-7209, 69-7210, 69-7211, 69-7214, 69-7217, 69-7218, 69-7220, 69-7228, 69-7231, 69-7232, 69-7234, 69-7235, 69-7252, 69-7254, 69-7256, 69-7257, 69-7258, 69-7260, 69-7261, 69-7262, 69-7267, 69-7268, 69-7270, 69-7272, 69-7286, 69-7287, 69-7289, 69-7290, 69-7291, 69-7294, 69-7295, 69-7297, 69-7298, 69-7300, 69-7301 (due for conversion but crashed prior), 69-7546, 69-7556, 69-7557, 69-7561, 69-7572, 69-7574, 69-7579, 69-7580, 69-7581
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Current Unit Assignments

ACC				
53rd Wing	82nd ATS	Tyndall AFB, FL	QF-4E/G, QRF-4C	TD'
	- det 1	Holloman AFB, MM	QF-4E/G, QRF-4C	

QF-4E 68-0345 of the 82nd Aerial Targets Squadron, 53rd Wing based at Tyndall AFB, Florida flying unmanned (known as NOLO for no live operator) over the Gulf of Mexico. The aircraft formerly served with the Missouri ANG, and was destroyed on 29 July 1998. USAF Official

The primary air defense aircraft until the F-22 enters service, the F-15C is flown by the active duty and Air National Guard. The 366th Wing at Mountain Home AFB, Idaho, have the F-15C/D assigned to the 390th FS, whose Commander's aircraft, 86-0157, is landing with 86-0143 at home base. Bob Archer





Boeing (formerly McDonnell-Douglas) F-15 Eagle

The F-15 Eagle was designed as an all-weather air superiority fighter. The combination of maneuverability, range, speed, avionics and weapons have resulted in the most potent interceptor in US Air Force service. McDonnell-Douglas won the competition for a long-range air superiority fighter design under a program known as the FX. The winning design was announced in December 1969, with a contract being placed for ten YF-15A single seat and a pair of YF-15B two seat aircraft in 1971. The prototype YF-15A 71-0280 performed its maiden flight on 27 July 1972, and was followed by YF-15B 71-0290 on 7 July 1973. All twelve aircraft were assigned to test duties with the manufacturer and with Air Force Systems Command at Edwards AFB, California. A further eight F-15As were ordered as pre-production airframes for ongoing test and evaluation. Initial deliveries began in 1974 to the 58th TFTW at Luke AFB, Arizona, for aircrew conversion, with all 23 F-15As and seven TF-15Bs (as the two seater was initially designated) of the 1973 order. Six of these were stationed at Luke with detachment 1 of the 57th FWW for operational test and evaluation before reassignment to the 58th TFTW. The 1st TFW at Langley AFB, Virginia, became the first operational F-15 unit when deliveries commenced on 9 January 1976. Additional TAG units received the Eagle before deliveries to USAFE began with the 32nd TFS at Soesterberg AB, Holland. A total of 355 F-15As and 57 F-15Bs were ordered.

Production switched to the F-15C and D models in 1978 which were similar to the earlier versions but with the addition of conformal fuel tanks which provide an additional 9,750 lbs of fuel. These were powered by Pratt and Whitney F100-PW-220 low-bypass turbofan engines each producing 23,450 lbs thrust.

The 18th TFW at Kadena AB, Okinawa, received the first of these versions, followed by USAFE and TAG units. Deliveries of the F-15C/D models enabled earlier production versions to join the Air National Guard while others were retired from service. A number of these surplus aircraft were made available to the Israel Air Force.

The F-15 was the first fighter aircraft type to be deployed to Saudi Arabia for Operation 'Desert Shield', following the invasion of Kuwait by Iraq in August 1990. Forty-eight F-15s of the 1st TFW flew non-stop from Langley AFB to Dhahran AB, Saudi Arabia, to provide the Kingdom with an air defense shield to deter the Iraqis from further invasions. F-15 pilots immediately established combat air patrols of the Iraqi border. The 1st TFW was bolstered by the arrival of further F-15s from the 33rd TFW from Eglin AFB, Florida. F-15C 83-0017 of the 71st TFS, 1st TFW piloted by Capt Steve Tate, scored the first aerial kill of Operation 'Desert Storm' when he downed an Iraqi Mirage F1 on 17 January 1991. Throughout the war a further 32 kills were achieved by F-15Cs, plus one by an F-15E of the USAF, and two by a Saudi F-15C. Post-war, two Su-22s were destroyed during aerial engagements over Iraq during March 1991.

The F-15C/D is planned to be replaced by the F-22 Raptor beginning later in the decade. However problems with funding of the Raptor program has left a degree of uncertainty about the implementation date of the F-22 into operational service. Senior politicians have sought to curtail development expenditure, citing other programs as having a higher priority. This has alarmed the Air Force who see the F-22 as the cornerstone of the air superiority role well into the current century. Should the F-22 program experience further funding cuts, the service implementation date will be delayed, resulting in the F-15C/D remaining in service for longer than planned.

F-15A 75-0024 of the 159th FS, Florida ANG stationed at Jacksonville IAP heads a line up of Eagles at Nellis AFB, Nevada. Brian Rogers

McDonnell Douglas modified TF-15B 71-0291 into a ground attack aircraft in a private venture during 1980. The aircraft had the ability to carry out strike/interdiction duties, while retaining the air intercept role. Initially the Air Force showed little interest in the design, although the manufacturer continued with development. The USAF eventually placed an order for eight aircraft, as the F-15E in 1986, with follow-on orders for over 200 being placed annually until 1992. Initial deliveries were to the 405th TFTW at Luke AFB for training, followed by the 4th TFW at Seymour Johnson AFB, North Carolina, which became the first operational unit. The 4th TFW had barely completed transition to two squadrons when the F-15E was ordered to deploy to Saudi Arabia for Operation 'Desert Shield'. The F-15E flew numerous combat missions, and was involved in the hunt for mobile Scud missile launchers. An F-15E was credited with the aerial kill of an Iraqi Hughes 500 which was destroyed over Kuwait by a laser guided bomb.

Additional F-15E deliveries were made to the 3rd Wing at Elmendorf AFB, Alaska, and the 48th FW at RAF Lakenheath, UK. The 48th FW deployed aircraft on a regular basis to Turkey to enforce the air exclusion zone above northern Iraq. The F-15s regularly overflew the area along with other squadrons, although there was little air defense activity by the Iraqis. However at the end of December 1998 the Iraqi Air Force began violating the exclusion zones, while at the same time their air defense network began to challenge coalition aircraft on patrol. The US response was to attack the air defense sites and destroy the missiles. Beginning in January 1999 48th FW F-15Es were amongst the aircraft types which bombed these targets, using various ordnance

including 2,000lb AGM-130 precision guided bombs. The wing's F-15Es have been in action subsequently on numerous occasions. The 48th FW was also heavily involved in Operation 'Allied Force' with F-15Es flying from Aviano AB, Italy, to attack Serbian targets. The F-15E has enjoyed a remarkable safety record with only seven having been lost, despite involvement in several conflicts.

The Air Force had wanted production of the F-15E to be extended beyond the 209 funded by 1992, although this was vetoed by the Pentagon. However additional money was made available for a number of attrition aircraft with six being ordered in 1996, followed by a further six in 1997 and five in 1998. The first of these joined the 57th Wing at Nellis AFB, Nevada, in June 1999, with subsequent aircraft being assigned to the 48th FW at RAF Lakenheath, UK. The new aircraft have received updated equipment including a new advanced data processor, a digital mapping system, along with software for a new programmable armament control system, provision for the carriage of additional smart weapons, and a global positioning system/inertial navigation system for increased weapons delivery accuracy. These features will enable the F-15E to deliver advanced precision guided weapons such as the Joint Direct Attack Munition (JDAM). The aircraft are planned to receive a fighter data link to enable the crew to access immediate information updates during flight. A further five new F-15Es were funded in fiscal year 2000.

Munitions

F-15C/D	AIM-7F/M, AIM-9LyM, AIM-120 AMRAAM, AGM-88
F-15E	AGM-65 Maverick, AGM-130, CBU-87, CBU-89, CBU-97, GBU-10, GBU-12, GBU-15, GBU-16, GBU-28, JDAM, AIM-7F/M, AIM-9L/M, AIM-120 AMRAAM, plus eventually JSOW and JASSM

Serial Batches

YF-15A	71-0280 to 71-0289	
YF-15B	71-0290 to 71-0291	
F-15A	72-0113(072-0120	73-0085 to 73-01 07
	74-0081 to 74-01 36	75-001 8 to 75-0079
	76-0008 to 76-01 20	77-0061 to 77-01 53
F-15B	73-0108(073-0114	74-0137 to 74-0142
	75-0080 to 75-0089	76-01 24 to 76-01 42
	77-0154(077-0168	
F-15C	78-0468(078-0550	79-0001 5 to 79-0081
	78-0002 to 80-0053	81-0020 to 81-0057
	82-0008 to 82-0038	83-001 0 to 83-0043
	84-0001 to 84-0031	85-0093 to 85-01 28
	86-0143 to 86-01 80	
F-15D	78-0561 to 78-0574	79-0004 to 79-0014
	80-0054 to 80-0061	81-0061 to 81-0065
	82-0044 to 82-0048	83-0046 to 83-0050
	84-0042 to 84-0046	85-01 29 to 85-01 34
	86-0181 to 86-0182	
F-15E	86-01 83 to 86-01 90	87-01 69 to 87-0210
	88-1 667 to 88-1 708	89-0471 to 89-0506
	90-0227 to 90-0262	91-0300 to 91-0335
	91-0600 to 91-0605	92-0364 to 92-0366
	96-0200 to 96-0205	97-021 7 to 97-0222
	98-01 31 to 98-01 35	00- to 00- (5 acft)

Current Unit Assignments

ACC				
1stFW	27th FS	Langley AFB, VA	F-15C/D	'FF'
	71stFS	Langley AFB, VA	F-15C/D	'TF'
	94th FS	Langley AFB, VA	F-15C/D	'FF'
4th FW	333rd FS	Seymour Johnson AFB, NC	F-1 5E	'SJ'
	334th FS	Seymour Johnson AFB, NC	F-1 5E	'SJ'
	335th FS	Seymour Johnson AFB, NC	F-1 5E	'SJ'
	336th FS	Seymour Johnson AFB, NC	F-1 5E	'SJ'
33rd FW	58th FS	Eglin AFB, FL	F-15C/D	'EG'
	60th FS	Eglin AFB, FI	F-15C/D	'EG'
53rd Wing	85th T&ES	Eglin AFB, FL	F-15C/D,	
			F-15E	'OT'
	422nd T&ES	Nellis AFB, NV	F-15C, F-15E	'OT'

57th Wing	F-15 Division	Nellis AFB, NV	F-15C/D	WA'
	F-1 5E Division	Nellis AFB, NV	F-15E	WA'
366th Wing	390thFS	Mountain Home AFB, ID	F-15C/D	MO'
	391stFS	Mountain Home AFB, ID	F-15E	'MO'
AETC				
82nd TW	nil	Sheppard AFB, TX	GF-15A/B	'ST'
325th FW	1stFS	Tyndall AFB, FL	F-15C/D	'TV'
	2ndFS	Tyndall AFB, FL	F-15C/D	'TV'
	95thFS	Tyndall AFB, FL	F-15C/D	TV
AFMC				
46th TW	40th FITS	Eglin AFB, FL	F-15A/B/C/D,	
			F-15E	'ET'
	586th FITS	Holloman AFB, NM	YF-15A	'HT'
412thTW	445th FITS	Edwards AFB, CA	F-15A/B/C/D,	
			F-15E	'ED'
			F-15A, F-15E	'RG'
WRALC	339th FLTS	Robins AFB, GA		
PACAF				
3rd Wing	19thFS	ElmendorfAFB,AK	F-15C/D	'AK'
	54th FS	ElmendorfAFB,AK	F-15C/D	'AK'
	90thFS	ElmendorfAFB,AK	F-15E	'AK'
18th Wing	12thFS	Kadena AB, Okinawa	F-15C/D	'7I'
	44thFS	Kadena AB, Okinawa	F-15C/D	'7I'
	67thFS	Kadena AB, Okinawa	F-15C/D	'7I'
USAFE				
48thFW	492nd FS	RAF Lakenheath, UK	F-15E	IN'
	493rd FS	RAF Lakenheath, UK	F-15C/D	IN'
	494th FS	RAF Lakenheath, UK	F-15E	IN'
ANG				
102ndFW	101stFS	Otis ANGB, MA	F-15A/B	-
125thFW	159thFS	Jacksonville IAP, FL	F-15A/B	-
131stFW	110thFS	Lambert-St. Louis IAP, MO	F-15A/B	'SL'
142ndFW	123rdFS	Portland IAP, OR	F-15A/B	-
154th Wing	199thFS	Hickam AFB, HI	F-15A/B	'HH'
159thFW	122ndFS	NAS New Orleans JRB, LA	F-15A/B	'JZ'
173rdFW	114thFS	Klamath Falls IAP, OR	F-15A/B	-

Most F-15A and B models are operated by the reserves or have been retired from service, although the 412th Test Wing at Edwards AFB, California continue to fly F-15B 76-0132 'ED'. Pete Rolt





Lockheed Martin (formerly General Dynamics) F-16 Fighting Falcon

The F-16 is arguably the world's first and best multi-role jet fighter, equally capable of performing the air superiority role as effectively as that of ground attack. The F-16 has the ability and combat radius to out-perform most other adversaries at present. During air superiority sorties the F-16 can locate targets in all weathers, and readily detect a low flying enemy from ground clutter. For the ground attack role the F-16 can deliver ordnance with extreme accuracy, and with the ability to defend itself effectively.

The F-16 was originally designed as a lightweight air-to-air day fighter, although the resulting aircraft proved to be adept at dual roles. The F-16A and the two-seat F-16B were the first production versions, with initial deliveries to the 388th Tactical Fighter Wing at Hill AFB, Utah, beginning in January 1979. Different categories of production versions were distinguishable by Block numbers, with initial orders being produced to Block 1 and 5 configuration, although most were upgraded to Block 10 standard. A further 312 were manufactured as Block 10 aircraft which featured relatively minor differences from the previous versions. The most numerous version was Block 15 which featured two extra hardpoints located

adjacent to the air intake. The horizontal stabilizer was also enlarged by 30% to increase maneuverability. F-16A and B production for the USAF ceased in 1983 with the introduction of the F-16C and D models incorporating enhanced cockpit control and display technology. Since 1981 all F-16s have multi-role enhancements for precision strike, night attack and beyond visual range intercept. The first F-16C/D versions were to Block 25 which were able to carry the Advanced Medium Range Air-to-Air Missile (AMRAAM) as well as having a night and precision ground attack capability. This version was also fitted with the Westinghouse AN/APG-68 radar which increased range, improved resolution and was capable of a wider range of operating modes.

The next Blocks featured a choice of powerplants between the 27,600 lb General Electric F110-GE-100 and the Pratt and Whitney F100-PW-200 producing 23,450 lb. These were designated as Block 30 and 32 respectively. Both of these versions could perform a limited suppression of enemy air defenses (SEAD) role with the AGM-45 Shrike and AGM-88 HARM. Block 40 and 42 also offered the different powerplants. The version was epitomised for navigation and precision attack in all-weather and at night with the Low Altitude Navigation and Targeting Infra-Red for Night (LANTIRN) twin podded system. A more extensive air-to-ground performance was

High over the Aegean Sea, a pair of F-16CJs of the 52nd FW from Spangdahlem AB, Germany fly towards the Balkans. F-16C 91-0419 and 91-0410 are carrying AIM-9M Sidewinder missiles and AIM-120 AMRAAM for self-defense, and a pair of AGM-88 HARMs. The white tipped HARM Targeting System is positioned adjacent to the air intake, via Mil-Slides

available with the GBU-10, -12, and -24 Paveway laser guided bombs. To differentiate this version from other Fighting Falcons, the USAF has applied the unofficial designation F-16CG and F-16DG to the Block 40/42 aircraft.

The latest version to enter USAF service are those of Block 50 and 52 production which can accommodate either the GE F110-GE-129 or PW F100-PW-229 respectively, each developing 29,000 lb thrust. The more effective Northrop Grumman (formerly Westinghouse) APG-68(V)7 radar was also installed along with a modular mission computer and an upgraded data transfer link. Approximately 100 are Block 50D/52D, with the unofficial designated F-16CJ/F-16DJ as a dedicated 'Wild Weasel' variant. These are fitted with the detachable AN/ASQ-213 HARM Targeting System especially for the SEAD role. Plans are for many earlier production aircraft to be upgraded to Block 50/52 Plus standard, so that they can carry the CBU family of Wind-Corrected

At present the F-16 is in service with Air Combat Command in the air-to-ground role, and Air Education and Training Command for active duty aircrew conversion. In addition both PACAF and USAFE fly the F-16. Both of the major AFMC flying organisations utilize the F-16 for ongoing test work. The Air Force inventory stands at more than 1,400 of which 40% are assigned to the Air National Guard and Air Force Reserve Command.

Flying over the Arizona desert, F-16C 83-1158 of the 56th FW from Luke AFB, is one of almost 200 F-16s employed by the unit for pilot training.
Peter Foster

ACC		
27th FW	428th FS	Cannon AFB, NM
	522nd FS	Cannon AFB, NM
	523rd FS	Cannon AFB, NM
	524th FS	Cannon AFB, NM
20th FW	55th FS	Shaw AFB, SC
	77th FS	Shaw AFB, SC
	78th FS	Shaw AFB, SC
	79th FS	Shaw AFB, SC

53rd Wing	85th T&ES	Eglin AFB, FL	F-16C/D	'OT
	422nd T&ES	Nellis AFB, NV	F-16C/D	•OT
57th Wing	USAF ADS	Nellis AFB, NV	F-16C/D	
		Thunderbirds		
	414thCTS	Nellis AFB, NV	F-16C/D	'WA'
	F-16 Division	Nellis AFB, NV	F-16CG/DG,	
			F-16CJ/DJ	'WA'
347th Wing	68th FS	Moody AFB, GA	F-16CG/DG	'MY'
	69th FS	Moody AFB, GA	F-16CG/DG	•MR
366th Wing	389th FS	Mountain Home AFB, ID	F-16CJ/DJ	•MO
388th FW	4th FS	Hill AFB, UT	F-16CG/DG	•HL
	34th FS	Hill AFB, UT	F-16CG/DG	'HL'
	421stFS	Hill AFB, UT	F-16CG/DG	'HL'
AETC				
56th FW	21stFS	Luke AFB, AZ	F-16A/B	IF
			RoCAF training	
	61stFS	Luke AFB, AZ	F-16C/D	'IF'
	62nd FS	Luke AFB, AZ	F-16C/D	IF
	63rd FS	Luke AFB, AZ	F-16C/D	IF
	308th FS	Luke AFB, AZ	F-16C/D	IF
	309th FS	Luke AFB, AZ	F-16C/D	IF
	310thFS	Luke AFB, AZ	F-16C/D	IF
	425th FS	Luke AFB, AZ	F-16C/D	IF
			Singapore AF	
82nd TW	ml	Sheppard AFB, TX	GF-16A/B/C	'ST'
AFMC				
46th TW	39th FLTS	EglinAFB, FL	F-16A/B/C/D	'ET'
412thTW	41 6th FLTS	Edwards AFB, CA	F-16A/B/C/D	'ED'
75th ABW	15thTS	Hill AFB. UT	F-16A/B	
AFRC				
301stFW	457thFS	NASFortWorthJRB.TX	F-16C/D	TF
419thFW	466thFS	HillAFB,UT	F-16C/D	'HI'
482nd FW	93rdFS	Homestead ARB, FL	F-16C/D	TM'
944th FW	302ndFS	Luke AFB, AZ	F-16C/D	IR'
PACAF				
35th FW	13thFS	Misawa AB, Japan	F-16CG/DG	WW
	14thFS	Misawa AB, Japan	F-16CG/DG	WW
8th FW	35thFS	KunsanAB, RoK	F-16CJ/DJ	•VV
	80th FS	KunsanAB, RoK	F-16CJ/DJ	'WP'
51stFW	36th FS	OsanAB, RoK	F-16CG/DG	'OS'
354th FW	18thFS	EielsonAFB, AK	F-16CG/DG	'AK'
USAFE				
52nd FW	22ndFS	Spangdahlem AB, Germany	F-16CJ/DJ	'SP'
	23rd FS	Spangdahlem AB, Germany	F-16CJ/DJ	'SP'
31stFW	510thFS	AvianoAB, Italy	F-16CG/DG	'AV'
	555th FS	AvianoAB, Italy	F-16CG/DG	'AV'





Lockheed Martin F-22 Raptor

The competition to find a replacement for the F-15 Eagle began in 1984 as the Advanced Tactical Fighter (ATF). Eventually this became a two horse race between the Lockheed YF-22A and the Northrop YF-23A. Boeing and General Dynamics joined the Lockheed stable, whose design was declared the winner after extensive evaluation at Edwards AFB, California. The F-22 is a remarkable aircraft, which brings together the requirement for long-range cruise at supersonic speed but without the need for afterburner. The concept is known as supercruise. Powerplant for the aircraft is a pair of Pratt and Whitney F119-P-100 turbo fans each rated at 35,000 lbs providing a power to weight ratio far in excess of 1:1. The use of low-observability materials to key areas combined with its angular design reduces detection by the most advanced air defense radar systems. With the prime role of air superiority, the F-22 has an internally mounted 20mm cannon. Unlike the F-15 which carries its weapons externally, either on the lower fuselage or beneath the wings, the F-22 has a lower fuselage weapons bay to accommodate four AIM-120 AMRAAM. An additional weapons bay aft of the engine inlets has provision for four AIM-9 Sidewinder missiles. Where possible, aerial engagements will be carried out 'beyond visual range', although this will not always be the case, with the aircraft relying upon its thrust vectoring at high angles of attack to outmaneuver its adversary. The two-dimensional engine nozzles can be vectored 20° up or down at

any power setting to achieve a remarkable level of maneuverability. Despite giving the appearance of being small in size, the F-22 has almost the same overall length as the F-15, and has a marginally wider wingspan.

Even before the first engineering and manufacturing development (EMD) aircraft performed its maiden flight, the original requirement was reduced from 438 aircraft to 339 due to the inevitable budget reduction. This original number was considerably less than the 750 ATFs seen as being the requirement when the program was initiated. EMD number one, serial 91-4001, flew for the first time on 7 September 1997. The aircraft was then airfreighted to Edwards AFB inside a C-5 to begin the long development program hosted by the Air Force and performed jointly by Lockheed Martin. After re-assembly 4001 resumed flight testing in May 1998. The second EMD aircraft, serial 91-4002 first flew on 28 June 1998 and was delivered to Edwards AFB on 26 August. The third, serial 4003, was rolled out at Marietta, Georgia, on 22 May 1999 and was being prepared to join the test program at Edwards AFB during Spring 2000. Aircraft 4004 began avionics tests at Marietta in September 1999. Boeing delivered the first integrated avionics package to Marietta during December, for installation into 4004. Once completed the aircraft will also join the Edwards based test fleet.

The graceful lines of Raptor 01, F-22A 95-4001, on a test flight from Edwards AFB, California.
Lockheed Martin

ANG					
113th Wing	121stFS	Andrews AFB, MD	F-16C/D	DC'	
114thFW	175thFS	Joe Foss Field, Sioux Falls, SD	F-16C/D		
			allocated 'SD'		
115thFW	176thFS	Dane County Regional Apt, WI	F-16C/D	•WT	
119thFW	178thFS	Hector IAP, Fargo, ND	F-16A/B	-	
120thFW	186thFS	Great Falls IAP, WIT	F-16A/B	-	
122ndFW	163rdFS	Fort Wayne IAP, IN	F-16C/D	FW	
127thFW	107thFS	Selfridge ANGB, MI	F-16C/D	'MI'	
132ndFW	124thFS	Des Moines IAP, IA	F-16CG/DG		
			allocated 'IA'		
138thFW	125thFS	Tulsa IAP, OK	F-16CG/DG	OK'	
140th Wing	120thFS	Buckley ANGB, CO	F-16C/D	CO'	
144thFW	194thFS	Fresno Air Terminal, CA	F-16C/D	-	
147thFW	111thFS	Ellington Field, TX	F-16C/D	'EF	
148thFW	179thFS	Duluth IAP, MN	F-16A/B	-	
149thFW	182ndFS	Kelly AFB, TX	F-16C/D	•SA'	
150thFW	188thFS	Kirtland AFB, NM	F-16CG/DG	'NM'	
150thDSE		Kirtland AFB, NM	F-16C/D	NM'	
158thFW	134thFS	Burlington IAP, VT	F-16C/D	-	
169thFW	157thFS	McEntire ANGB, Columbia, SC	F-16CJ/DJ		
			allocated 'SC'		
174thFW	138thFS	Syracuse-Hancock IAP, NY	F-16C/D	'NY'	
177thFW	119thFS	Atlantic City Apt, NJ	F-16C/D	'AC'	
178thFW	162ndFS	Springfield-Beckley MAP, OH	F-16C/D	'OH'	
180thFW	112thFS	Toledo Express Apt, OH	F-16CG/DG	'OH'	
• 181st FW	113thFS	Hulman Regional Apt, IN	F-16C/D	'TH'	
183rdFW	170thFS	Capital MAP, Springfield, IL	F-16C/D	'SF'	
185thFW	174thFS	Sioux Gateway Apt, Sioux City, IA	F-16C/D		
			allocated	'HA'	
WthFW	160thFS	Montgomery Regional Apt, AL	F-16C/D	'AL'	
188thFW	184thFS	Fort Smith Regional Apt, AR	F-16A/B	'FS'	
192ndFW	149thFS	Richmond AIP, VA	F-16C/D	•VA'	



The Air Force currently sees the F-22 as its number one priority, and the cornerstone of its air defense capability for several decades of the 21st century. Therefore it came as a devastating blow when leaders of both parties in the House of Representatives threatened to axe the program in July 1999. After much lobbying by interested parties, the US Senate, the House and the White House agreed a package which will keep the program alive throughout fiscal year 2000. However the program will remain in the development stage, and will not now see the funding of the first six low rate initial production (LRIP) aircraft, which were scheduled for fiscal year 2000. The development program consists of eleven aircraft which have been funded from 1995 through to 1999. However an additional six test aircraft are to be funded, these being assigned to operational evaluation, and will be assigned to the 57th Wing at Nellis AFB, Nevada. Prior to the political upheaval, the production schedule was established as LRIP for fiscal years 2000-2003 of 6, 10, 16 and 24, to be followed by seven batches of 36 aircraft each between 2004 and 2010, and the final 29 in 2011. First deliveries were expected in 2001, although all production schedules have been placed on hold pending further investigations. A go-ahead for LRIP will only commence after the successful flight of an F-22 incorporating the sophisticated Block 3.0 avionics software has taken place. Furthermore the Pentagon will also require certification that the F-22 program meets relevant Defense

Acquisition Board requirements, and a submission to Congress by the Department of Defense's director of operational test and evaluation of a report on the adequacy of testing. The first of these criteria was due to take place during Spring 2000, and will be the most demanding. The successful integration of the Block 3.0 avionics involves a very complicated technical evaluation of a system whose performance must attain levels far beyond that of any other aircraft in the world.

Should the F-22 succeed, and it is unlikely not to, the first production aircraft will join AETC with the 325th FW at Tyndall AFB, Florida. Several options have been expressed as to the first operational unit, with the 1st FW at Langley AFB, Virginia, likely to be selected.

Munitions

AIM-9, AIM-120C, JDAM

Serial Batches

YF-22A	87-0700 to 87-0701	
F-22A	95-4001	(painted as 91-4001)
	96-4002	(painted as 91-4002)
	97-4003 to 97-4004	98-4005 to 98-4009
	99-4010 to 99-4011	(2 aircraft)
	00-.... to 00-....	(6 aircraft)
	plus allocations	
	99-4012 to 4017	99-4018 to 4025

Current Unit Assignments

AFMC			
412thTW	41thFLTS Edwards AFB, CA	F-22A	'ED'

Lockheed F-117 Nighthawk

The F-117 has the distinction of being the world's first operational stealth fighter-bomber. The unique design blending different angles coated with radar absorbent materials has created an aircraft which is extremely difficult for air defense systems to detect. The F-117 was produced in great secrecy, with the aircraft being developed and manufactured beginning in November 1978. First flight of the prototype was on 18 June 1981, with all production aircraft being stationed at Tonopah Test Range, Nevada. The aircraft were operated by the 4450th Tactical Group, alongside a number of A-7Ds which were stationed at Nellis AFB, Nevada, to conceal the true purpose of the unit's role. The aircraft were restricted to night operations, as the F-117 was designed purely for missions during darkness, and to maintain secrecy. The need to expand into an operational mission resulted in the assignment to the 37th TFW in October 1989. The change was timely. The Air Force was called upon to intervene in Panama to oust President Noriega from office. A large operation entitled 'Just Cause' was mounted in December 1989 and included a pair of F-117As which flew non-stop from Groom Lake to drop GBU-27 2,000 lb bombs close to the Rio Hato barracks. Eight months later Saddam Hussein invaded Kuwait forcing the US to respond with a huge arsenal of weapons flown to the Middle East to bolster Saudi Arabia and the Gulf States.

Amongst the aircraft deployed were F-117s which flew to Khamis Mushayt in southern Saudi Arabia. Just a few weeks earlier on 12 July 1990 the 59th and final F-117A was delivered to the 37th TFW. The completion of deliveries enabled the wing to eventually deploy 42 F-117s to the Middle East. The aircraft made a spectacular opening to Operation 'Desert Storm', with images of F-117s destroying the air defense control center in Baghdad, seemingly without the Iraqis being able to locate the source. Subsequently F-117s were tasked with some of the more dangerous missions, eventually performing 1,271 combat sorties before the war ended. All 42 survived the conflict without damage, enabling the majority to return home, although a contingent remained in the Middle East as an ongoing deterrent.

A California sunset basks on Air Combat Command's newest and brightest aircraft, the F-22 Raptor. The first will begin to join the Command, initially at Nellis AFB, Nevada with the 57th Wing for weapons evaluation, before the 1st FW at Langley AFB, receives three squadrons. Lockheed Martin

Although the technology is now dated, the F-117A's stealth qualities are still awe-inspiring. This is 85-0836 with its bomb bay open. Bob Archer

The success of the F-117 enabled the Air Force to plan for the type to be placed on a similar operational level as the remainder of ACC's fighter-bombers. In July 1992 the aircraft were relocated to Holloman AFB, New Mexico, and assigned to the 49th FW.

Despite the introduction of such a revolutionary concept, the F-117 has continued to be developed with upgrades being incorporated to enhance capabilities. These have included a revised cockpit with advanced electrics and improved displays. The navigation system has been replaced by a ring laser gyro linked to a global positioning system. Colored multi-function displays and a digital moving map have been incorporated for situational awareness. The new cockpit equipment is designed to limit pilot disorientation, which was the primary cause of three F-117 accidents. The aircraft has also begun to receive upgraded weapons system computers with increased memory and faster processing capability. The program began development in December 1994, with deliveries to Holloman AFB beginning in January 1997. Completion was due before the end of 1999.

A dozen F-117s were flown to Aviano AB, Italy, to participate in Operation 'Allied Force'. The contingent was bolstered by a further 12 which were stationed at Spangdahlem AB, Germany, due to overcrowding at Aviano. The aircraft flew numerous missions with

one being lost near Belgrade due to circumstances which have yet to be made public. Speculation is that the aircraft was brought down by anti-aircraft fire, although the exact reason is still classified.

Munitions
 Mk.61, Mk.84 (2,000lb), GBU-10 (2,000lb) Paveway II, GBU-12 (500lb) Paveway II, GBU-27 (2,000lb) Paveway III, GBU-29 JDAM, GBU-30, GBU-31, GBU-32, BLU-109, AGM-130, AGM-154, AGM-158, WCMD

Serial Batches		
YF-117A	79-107801079-10784	80-0785
F-117A	80-0786 to 80-0792	81-10793 to 81-10798
	82-0799 to 82-0806	83-0807 to 83-0808
	84-0809 to 84-0812	84-0824 to 84-0828
	85-0813 to 85-0820	85-0829 to 85-0836
	86-0821 to 86-0823	86-0837 to 86-0840
	88-0841 to 88-0843	

Current Unit Assignments				
ACC				
49th FW	7th FS	Holloman AFB, NM	F-117A	'HO'
	8th FS	Holloman AFB, NM	F-117A	'HO'
	9th FS	Holloman AFB, NM	F-117A	'HO'
53rd Wing	det.1 85th T&ES	Holloman AFB, NM	F-117A	'OT'
AFMC				
412thTW	41 Oth FITS AF Plant 42,	Palmdale, CA	YF-117A, F-117A	'ED'





TG-3, TG-4, TG-7, TG-10, TG-11 gliders

The Air Force operates a small number of gliders for soaring training, most of which are flown by the 94th ATS at the Air Force Academy, in Colorado Springs, Colorado. The operation is maintained on a year-round basis and is the largest of its kind in the world. Cadets commence familiarization in the TG-7A motorized glider. This is followed by unpowered flight in the TG-4A. The squadron operates the Cadet Instructor Pilot Upgrade course which lasts for 100 training flights, and upon graduation qualifies the successful candidates to train other cadets. The Academy has two advanced soaring teams. The first is the Aerobatic Demonstration Team which flies the TG-9A, performing precision maneuvers and exhibitions across the United States. The other is the Cross-Country Soaring Team which competes in regional and national competitions. The team flies the TG-3A, TG-11A and TG-9A. The gliders are based on the following civilian models, Schweizer SGS I-26E (TG-3A), Schweizer SGS 2-33 and 2-33A

(TG-4A), Schweizer SGM 2-37A (TG-7A), Schleicher ASK-21 (TG-9A), and Stemme S 10-V (TG-11A). All of the Academy gliders are flown with civilian identities carried and are allocated military serials. The only other glider in USAF service is the single TG-10A which was under evaluation by the 412th Test Wing at Edwards AFB, California, during 1998.

Serial Batches

TG-3A	89-0461 to 89-0463	91-0515
TG-4A	70-900168(070-900169	71-900201 to 71-900202
	72-900246	77-900475
	79-000558	80-900566
	88-0268	89-0464
	92-1539 to 92-1542	
TG-7A	81-0886 to 81-0890	82-0039 to 82-0043
	87-0761 to 87-0764	
TG-9A	86-1971 to 86-1972	87-1973 to 87-1975
TG-10A	93-8028	
TG-11A	94-1400	95-1500

Current Unit Assignments

USAF/FA			
34th TW	94th ATS	Air Force Academy, CO	TG-3A, TG-4A, TG-7A, TG-9A, TG-11A
AFMC			
412th TW	... th FLTS	Edwards AFB, CA	TG-10A



Bell H-1 Iroquois

The Air Force ordered the UH-1F model as its first version of the Huey, with 120 being obtained beginning in 1963. These were used mainly to support the Intercontinental Ballistic Missile (ICBM) silos of Strategic Air Command which were spread across the midwestern states. Sixteen of these were modified to UH-1P standard for limited psychological warfare duties. Twenty-six TH-1Fs were also funded in 1966 for instrument and rescue training duties. These were essentially similar to the US Army UH-1 B version. None of these helicopters remain in operational service, although a GUH-1F is used by the 82nd TW for technical training at Sheppard AFB, Texas along with a GAH-1S.

The Air Force also ordered 30 HH-1 Hs, based on the Army's UH-1 H. The HH-1 H was ordered in 1970 primarily to replace the HH-43 Huskie for local base rescue, although some were later used for ICBM support. These were gradually retired with the final examples withdrawn from use in 1998.

The only Huey still in operational service with the Air Force is the UH-1 N, which is the military version of the Bell model 212 twin-engined helicopter. In 1969 74 were ordered for service with a variety of users, for communications and local base flight duties. Currently the Air Force has 64 UH-1 Ns in service, with 27 assigned to Air Force Space Command, two with Air Force Materiel Command, 19 with Air Mobility Command, ten flown by Air Education &

Almost chameleon in nature, F-117A 84-0812 appears to have changed color at the front, as the light catches one of the angled surfaces of the 49th Operations Group commander's aircraft at RAF Fairford in July 1999. Bob Archer

Representing a type rarely seen, TG-7A 82-0043 N39AF is one of a small number of gliders (albeit powered), which operate from the Air Force Academy at Colorado Springs. Robert F Dorr

Training Command, four operated by PACAF, and two with Air Force Special Operations Command.

The UH-1 Ns of Air Force Space Command have the primary role of airlifting emergency security and disaster response forces to missile silos. In addition the UH-1 N performs security surveillance of off-base movement of nuclear weapons convoys and test range areas during missile launches. Search and rescue operations are also a major function. The UH-1 s are also used to ferry missile support personnel between their home stations and the silos, as well as to inspect cables laid across the prairies.

All Air Mobility Command UH-1 Ns are assigned to the 89th Airlift Wing at Andrews AFB, Maryland, to provide rapid movement of VIPs and senior military personnel within the Washington DC area. Those of AETC are operated in the training role with the 58th SOW at Kirtland AFB, New Mexico. Aircrew transitioning to helicopters learn the principles of rotary flight on the UH-1 N before graduating to operational flying. Four UH-1 Ns are operated by the 336th Training Group at Fairchild AFB, Washington, to support aircrew on survival training courses. PACAF has four UH-1Ns operated by the 374th AW at Yokota AB, Japan, for local transportation of senior officers. Finally the two AFSOC Hueys are utilized for special operations training at Hurlburt Field, Florida.

There are no plans to replace the UH-1Ns in the near future, and no upgrade programs pending.

The Huey continues in service, but only in small numbers. UN-1N 69-6603 of the 58th SOW, AETC based at Kirtland AFB, New Mexico, for aircrew conversion from fixed to rotary-winged flight
 Peter Foster

Serial Batches		
HH-1H	70-2457 to 70-2486	
UH-1N	68-1 0772 to 68-1 0776	69-6600 to 69-6670
	69-7536 to 69-7538	

Current Unit Assignments		
AETC		
58th SOW	512th SOS	Kirtland AFB, MM
82nd TRW	nil	Sheppard AFB, TX
336th TRG	36th RQF	Fairchild AFB, WA
AFMC		
46th TW	40th FTS	EglinAFB.FL
AFSPC		
30th SW	76th HF	Vandenberg AFB, CA
90th SW	37th HF	F E Warren AFB, WY
91stSW	54th HF	Minot AFB, ND
341 st SW	40th HF	Malmstrom AFB, MT
AFSOC		
16th SOW	6th SOS	Hurlburt Field, FL
AMC		
89th AW	1stHS	Andrews AFB, MD
PACAF		
374th AW	22nd HF	Yokota AB, Japan

Sikorsky H-53 Pave Low

Experience of combat rescue operations in Vietnam with the HH-3 led the USAF to seek a long range version which could be employed anywhere in the world. The Air Force ordered eight HH-53Bs in 1966, having earlier borrowed a pair of Marine Corps CH-53As for evaluation purposes. One HH-53B was modified to 'Pave Low I' configuration for night/all-weather rescue duties, although the system was not successful. Forty-four additional HH-53C versions were obtained between 1967 and 1973 fitted with an inflight refueling probe to extend range and time on station. The Air Force also ordered 20 CH-53C versions for covert transport duties.

The increasing recognition of the need for dedicated fixed- and rotary-winged special operations duties led to a former HH-53B being modified to YHH-53H 'Pave Low II' standard with a night and all-weather capability, considerably improved from the 'Pave Low I'. The YHH-53H evaluated the installation of an inertial navigation system, an AN/AAQ-10 infrared and an AN/APQ-158 terrain following radar. Ten helicopters were modified to HH-53H 'Pave Low III' standard initially. In 1986 these were redesignated as the MH-53H with the cockpit and cabin modified for night operations with the crew wearing night vision goggles. However the MH-53H had limited success, with further development taking place. Forty H-53s of various different types including the ten MH-53Hs were upgraded to MH-53J 'Pave Low III Enhanced' configuration beginning in 1987 with the installation of improved General Electric T64 turboshaft engines. Additional armor plating was applied to crucial areas and the gross weight increased by 25% to 50,000 lb. The MH-53J was equipped with advanced avionics, electronic counter-measures, secure communications and a global positioning system.

All MH-53Js are operated by AFSOC, apart from those dedicated to the training role with the 58th SOW at Kirtland AFB, New Mexico, with AETC. The majority of AFSOC Paves are stationed at Command headquarters at Hurlburt Field, Florida, with the 16th SOW, with approximately six to eight assigned to the Special Operations Groups at RAF Mildenhall, UK and Kadena AB, Okinawa. These are periodically rotated between the units to harmonize flight operations. The MH-53J has enjoyed a fairly good safety record with just two having been lost in accidents: 68-10932 in June 1995, and 68-10364 near Fayetteville, North Carolina, on 2 June 1999.



The Air Force has begun an upgrade program to integrate on-board electronic warfare systems with over the horizon intelligence downlinked from other assets such as the AWACS. In addition the installation of a new faster target acquisition computer to aid weapons accuracy is also part of the upgrade.

Modified helicopters had been redesignated as the MH-53M with the first examples emerging from the Naval Air Depot at MCAS Cherry Point, North Carolina during the Spring of 1999. The MH-53J/M features a tail rotor fold for shipboard operations.

The 58th SOW at Kirtland AFB has six TH-53As which are former Marine Corps CH-53As modified for training purposes. These helicopters have been re-engined with the T64-GE-100 power plants and a probe for air refueling practice.

Munitions

Three 7.62 miniguns, or .50 calibre machine guns

Serial Batches

NCH-53A 63-13693 to 63-13694
HH-53B 66-14428 to 66-14435
 [66-14428, 14429, 14431, 14432, 14433 to MH-53J]
CH-53C 68-10922 to 68-10933
 [68-10923, 10924, 10928, 10930, 10932 to MH-53J]
 70-1625 to 70-1632
 [70-1625-26, 70-1629, 70-1630, 70-1631 to MH-53J]
HH-53C 67-14993 to 67-14996
 [67-14993, 14994, 14995 to MH-53J]
 68-8283 to 68-8286
 [68-8284, 68-8286 to MH-53J]
 68-10354 to 68-10369
 [68-10356, 10357, 10358, 10360, 10363, 10364, 10367, 10369 to MH-53J]
 69-5784 to 69-5797 [69-5784, 69-5785, 69-5789, 69-5790, 69-5791, 69-5793, 69-5794, 69-5795, 69-5796, 69-5797 to MH-53J]
 73-1647 to 73-1652
 [73-1648, 73-1649, 73-165 to MH-53J]

The majority of MH-53Js will be upgraded to MH-53M standard with 67-14993, 68-10358, 69-5796, 70-1630, 70-1631 73-1649, and 73-1652 confirmed so far.

Current Unit Assignments

AETC
 58th SOW 551st SOS Kirtland AFB, NM TH-53A, MH-53J
 82nd TRW nil Sheppard AFB, TX GCH-53A 'ST'
AFSOC
 16th SOW 20th SOS Hurlburt Field, FL NCH-53A, MH-53J/M
 352nd SOG 21st SOS RAF Mildenhall, UK MH-53J/M
 353rd SOG 31st SOS Osan AB, South Korea MH-53J/M

Sikorsky H-60 Pave Hawk

The Air Force began to show interest in the Army's UH-60 Black Hawk program during the early 1980s. A single HH-60A was obtained in 1981 and delivered to Hurlburt Field, Florida followed by three more. A further six UH-60As were added in 1982 for special operations and rescue duties. Ambitious plans to acquire 240 HH-60D all-weather, fully capable combat rescue Night Hawks and reduced capability HH-60E versions were reduced considerably. Instead small batches of HH-60Gs were purchased, these being equipped with an inflight refueling probe and the mountings for 7.62mm miniguns.

A small number were converted to MH-60G standard with a forward-looking infrared housed in a bulbous fairing extending from the nose. Most MH-60Gs were operated by the 16th SOW at Hurlburt Field, Florida, under Air Force Special Operations Command. The primary duty of the MH-60G was infiltration-exfiltration of personnel and their weapons.

The MH-60G was also used for combat rescue, with a single example, along with two MH-53Js, being used to recover the F-117A pilot when his aircraft was brought down over Serbia in March 1999 during Operation 'Allied Force'. The AFSOC aircraft were concentrated within the 55th SOS stationed at Hurlburt Field, Florida, which inactivated on 16 September 1999 following the relocation of the last remaining helicopters. Three MH-60Gs are assigned to detachment 3 of the 412th Test Wing at Groom Lake, Nevada, to patrol the perimeter of this highly secret location.

HH-60Gs have completely replaced the HH-3 with various Air National Guard and Air Force Reserve Command units. In addition the active duty operates the HH-60G for search and rescue as well as mission support activities. These are operated by Air Combat Command, who have an ongoing commitment to deploy helicopters worldwide as required. The HH-60G is to receive modifications including an integral rescue hoist and an extended stores support system for weapons and additional fuel tanks.

Munitions

Two 7.62 mm miniguns, two .50 calibre machine guns

Serial Batches

HH-60G 81-23643 to 81-23646 82-23671, 82-23680, 82-23689, 82-23708, 82-23718, 82-23728
 88-26105 to 88-26120 89-26195 to 89-26203
 89-26205 to 89-26212 90-26224 to 90-26239,
 90-26309 to 90-26312 91-26353 to 91-26359
 91-26401 to 91-26407 92-26460 to 92-26472
 97-26776 to 97-26779
MH-60G 87-26006(87-26014 89-26204
 [87-26006, 87-26007, 87-26011, 87-26013 and most probably all ten redesignated as HH-60Gs]
 90-26222(90-26223 91-26352





Current Unit Assignments

ACC			
53rd Wing	422nd T&ES	Nellis AFB, NV	HH-60G 'OT ;
57th Wing	CRS	Nellis AFB, NV	HH-60G 'WA' i
	FWS	Nellis AFB, NV	HH-60G 'WA' ;
	66th RQS	Nellis AFB, NV	HH-60G 'WA' ;
85th Group	56th RQS	NAS Keflavik, Iceland	HH-60G
			allocated code 'IS' j
347th Wing	41 st RQS	Moody AFB, GA	HH-60G 'MY' ;
AFLC			
det3	412thTW	Hill AFB, UT	MH-60G
		but stationed at Groom Lake, Nevada	
AFRC			
939th RQW	304th RQS	Portland IAP, OR	HH-60G 'PD' ;
	305th RQS	Davis-Monthan AFB, AZ	HH-60G 'DR' ;
920th RQG	310stRQS	Patrick AFB, FL	HH-60G 'FL' i
ANG			
106th RQW	102nd RQS	Francis S Gabreski IAP, NY	HH-60G
129th RQW	129th RQS	Moffett Federal Airfield, CA	HH-60G

Boeing YAL-1A Airborne Laser

Despite the Strategic Defense Initiative (SDI or 'Star Wars' as it was known at the time) program of the 1980s no longer being in existence, the Airborne Laser (ABL) will truly bring the idea of war in space a step closer. Laser guided weapons have been commonplace, and the possibility of a hard kill laser is a taking shape. The weapons will be installed in a specially modified Boeing 747-400F which will be deployed to predetermined bases to shoot down theater ballistic missiles during the first stage of launch. A high energy chemical oxygen iodine laser (COIL) system will be mounted in the Boeing 747,

which will be designated as the AL-1A. A pair of AL-1s will operate within orbits over friendly territory to scan for the traces of missile launches. The system will be capable of 360° autonomous operation, and will detect and track the missile during its boost phase of flight. An infrared search and track system will detect and illuminate the missile, while high speed computers will instantly determine the distance and calculate its course and direction. The laser will then fire a high energy beam measuring 15 inches in diameter, lasting between three and five seconds, through a turret mounted on the aircraft's nose. A 1.5 meter diameter mirror in a ball turret will point the beam at the target, which is designed for high accuracy to correct for atmospheric distortions. The missile will be instantly destroyed and will probably plummet to earth over the launch pad! The system will also pinpoint the launch location and transmit the details by data link to enable a retaliatory strike to prevent further launches. Although the ABL is years away from service entry, the Air Force is already studying the next generation Space-Based Laser (SBL) which will be capable of detecting and shooting down intercontinental ballistic missiles during the initial stages of launch.

Seven aircraft are planned, with the first two being designated as YAL-1 A for test and evaluation. The remaining five will be AL-1 As. The first two YAL-1 As will be converted to operational standard later in the program. A consortium of Boeing, TRW and Lockheed Martin are producing the aircraft and its laser system. An order for the prototype aircraft was placed with Boeing in January 1998, with delivery

taking place during January 2000 when the basic aircraft was flown from Seattle, Washington, to Wichita, Kansas. Fitting out will take until 2002, with tests of the system taking place at Edwards AFB, California and Kirtland AFB, New Mexico. The aircraft will utilize adjacent ranges while operating from these two locations. Production aircraft will be assigned to Air Combat Command, with initial operational capability being achieved by 2006 with four aircraft. Delivery of the seventh aircraft is scheduled for either 2008 or 2009. It is possible the aircraft will be stationed at Offutt AFB, Nebraska, with the 55th Wing, as the unit already operates the E-4B. The assignment could ease maintenance and spare parts stocks, as well as offering the AL-1 A a naturally safe location within the central United States.

Serial Batches

YAL-1A	00-0001 to 00-0002
AL-1A to [five on order]

Current Unit Assignments

None

MH-53J 69-5795 of the 16th SOW, stationed at Hurlburt Field, Florida. The helicopter will be upgraded to MH-53M standard in due course.
Brian Rogers

The 57th Wing at Nellis AFB, Nevada, has a small number of HH-60Gs operational with the Weapons School, as well as those with the 66th RQS for combat search and rescue. Bob Archer

General Atomics Tier II RCMA Predator

The General Atomics Predator was designed as a medium altitude and endurance unmanned aerial vehicle to demonstrate advanced concept technology. Evaluation was carried out between January 1994 and June 1996 by the US Army. The evaluation included Predator participating in exercise 'Roving Sands' in New Mexico during April and May 1995. The results were so successful that the decision was made to deploy Predator to Europe for operations over Bosnia during the Summer of 1995. The UAVs were operated from Gjader, Albania, during Operation 'Provide Promise', with missions being flown from July until withdrawn in November 1995. One Predator was shot down by Serb artillery, whilst a second was destroyed by controllers following a malfunction, possibly the result of ground fire. A second deployment began in March 1996 with UAVs operating from Taszar, Hungary. Operation 'Joint Endeavor' involved Predators overflying various Balkan areas to pinpoint Serb positions in Bosnia.

The 11th Reconnaissance Squadron was formed in 1996 and assumed operations from the Army on 3 September of that year. The 11th RS received its first two UAVs in November 1996. The 15th RS was formed on 1 August 1997 as the second Predator unit. The latter squadron performs operational deployments of the RQ-1A, while sister unit the 11th RS conducts initial qualification training. Both units are based at Indian Springs AFAF, Nevada, and are part of the 57th Wing.

The Predator is quite small, measuring approximately 26 feet long with a wingspan of 48 feet. Powered by a four cylinder Rotax Pusher engine, the UAV has a 24-hour endurance and an operational ceiling of 25,000 feet. The Predator operation is organized into systems, composed of the RQ-1A UAV, a ground control station, and a product/data dissemination center. The latter is known as the Trojan Spirit II, which is a satellite communications link capable of transmitting secure voice and imagery data. Each Predator system is composed of four UAVs, together with a single ground control station and one Trojan Spirit II center. The Air Force plans to acquire twelve such systems.

Serial Batches

RQ-1A	94-0555	94-0565
	94-1565 to 94-1568	94-2001 to 94-2002
	94-3001 to 94-3011	[94-3006 to GRQ-1A]
	95-2003 to 95-2005	
	95-2013 to 95-2021	
	95-3017 to 95-3022	[starts at 3012 ?]
	96-3022	[plus additional contracts ?]
	00-..... to 00-.....	[3 aircraft]

Serial batches above may be incomplete.

Current Unit Assignments

ACC					
57th Wing	11thRS	Indian Springs AFAF, NV	RQ-1A	'WA'	
	15thRS	Indian Springs AFAF, NV	RQ-1A	'WA'	
AETC					
82nd TRW	nil	Sheppard AFB, TX	GRQ-1A	'ST'	



Teledyne Ryan Tier II Plus RQ-4A Global Hawk

The Global Hawk Tier II Plus is a high altitude, long endurance UAV designed to provide extended reconnaissance. 'Extended reconnaissance' is the ability to respond and supply data from anywhere within enemy territory, in all weathers, day or night, for as long as required. Global Hawk was one of two designs being developed for the role, and was of conventional configuration. The other was Dark Star Tier III Minus, with observable configuration, although this program was terminated in January 1999 following the loss of the prototype at Edwards AFB, California. The UAV will have a range of up to 3,000 miles, and an altitude in excess of 60,000 feet. As with the Predator, Global Hawk will relay data to a ground station.

Global Hawk is much larger than Predator, with a length of 44 feet and a wingspan of 116 feet. The craft is powered by an Allison AE3007H turbofan producing 7,050 lbs of thrust. A 2,000 lb payload can be incorporated consisting of electro-optical, infrared, and synthetic aperture sensors simultaneously. The vehicle can fly autonomously from take off to landing, and can have its flight path updated while airborne as needs dictate.

The first Global Hawk flew on 28 February 1998 and was followed by a second not long afterwards. However the latter crashed at Naval Air Weapons Station China Lake, California, on 29 March 1999, on China Lake's Echo Range, approximately 20 minutes after taking off from Edwards AFB. The Global Hawk was flying at 41,000 ft when it pitched nose down and entered a right hand roll. Despite the loss evaluation is continuing with the first prototype.

Global Hawk is planned to visit Australia in the Spring of 2001 to participate in a series of joint US and Australian exercises. The Australians intend to buy a wide area surveillance system early in the decade, with the exercise enabling evaluation. The Global Hawk will be flown from Edwards AFB to Australia, a distance of 12,000 miles. The visit will be the first overseas deployment of the Global Hawk, and will offer the chance to demonstrate its reconnaissance capabilities outside of the USA.

Serial Batches

RQ-4A	95-2001 to 95-2002	98-2003 to 98-2004
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Current Unit Assignments

AFMC		
412th TW	419th FLTS Edwards AFB, CA	RQ-4A

The capabilities of the Unmanned Aerial Vehicle (UAV) have yet to be fully exploited, with the RQ-1A being the first of many such designs which will become operational. 95-2013 is seen at Indian Springs AFAF, Nevada in June 1998. Brian Rogers

RQ-4A 95-2001 on a test flight from Edwards AFB, California. The aircraft was lost on 29 March 1999 while on a test flight over NAWS China Lake, California. USAF Official



T-1A Jay hawk 93-0622 'XL' of the 86th FTS, 47th FTW based at Laughlin AFB, Texas, visiting Barksdale AFB, Louisiana. Brian Rogers

Raytheon (formerly Beech) T-1 Jayhawk

The Beech T-1 A Jayhawk was designed specifically for the USAF Tanker/Transport Trainer System (TTTS) requirement. The T-1 A enables new pilots, who are destined to transition to tankers or airlifters, following graduation, to receive advanced training on a multi-engine aircraft type. The T-1 forms part of the specialized undergraduate pilot training program, which eliminates unnecessary flight hours on the T-38A.

The first T-1 A was delivered to the 64th FTW at Reese AFB, Texas, in July 1991, with instructor training beginning in March 1992. The 64th FTW subsequently inactivated prior to Reese AFB closing, with its aircraft being distributed between four other AETC units. The 12th FTW at Randolph AFB, Texas, was the second unit to receive the type, followed by the 47th FTW, 71st FTW and finally the 14th FTW. A total of 180 aircraft were manufactured, and all are operated by AETC. The T-1 has enjoyed a good safety record with none having been lost in accidents to date.

Serial Batches

T-1A	89-0284	90-0400 to 90-0413
	91 -0075 to 91 -01 02	92-0330 to 92-0363
	93-0621 to 93-0656	94-01 1 4 to 94-01 48
	95-0040 to 95-0071	

Current Unit Assignments

AETC				
12th FTW	99th FTS	Randolph AFB, TX	T-1 A	'RA'
14th FTW	48th FTS	Columbus AFB, MS	T-1 A	'CB'
47th FTW	86th FTS	Laughlin AFB, TX	T-1A	'XL'
71st FTW	32nd FTS	Vance AFB, OK	T-1 A	'W'

Slingsby T-3 Firefly

The Slingsby T-3A Firefly was introduced into USAF service to screen pilot candidates prior to them formally joining the Air Force. The T-3A offers the prospective pilot the opportunity to sample military style flight with aerobatics, spins and dense traffic patterns procedures. It is also used to teach students takeoff, landing, stalls, slow flight, ground operations, and basic mission planning.

The T-3A was selected in April 1992 as a replacement for the Cessna T-41 Mescalero, with initial deliveries taking place to the 3rd FTS at Hondo Airport, Texas, in March 1994. The 557th FTS at the Air Force Academy began taking delivery of the T-3 in January 1995. The aircraft are operated with military markings, but carry a civilian identity on the tail, with the military serial being confined to the technical data block positioned near the port side wing root.

In July 1997 AETC suspended T-3 flight operations and placed the fleet in minimal maintenance status following 66 unexplained engine stoppages. In effect this has seen the T-3As grounded for over two years while the cause was investigated. Three T-3As at Hondo Airport continued test flying under the supervision of both the Air Force Flight Test Center and the Federal Aviation Agency. AFFTC officials declared the aircraft safe to resume normal operations, although AETC was not convinced the problems had been resolved, and initially intended to maintain the grounding order until at least 2001, while the cause of the problem is determined. The loss of the T-3 fleet is reported to have contributed to a rise in pilot training attrition rates, with many students beginning their Air Force flying careers without completing screening. However during October 1999 the command declared that Elementary Flight Screen by the T-3 would be terminated, and all

prospective USAF pilots would receive their initial flight training at one of 150 FAA approved civilian operated schools. The future of the T-3 had yet to be determined although it would seem likely that most would find a second lease of life with civilian owners.

Serial Batches

T-3A	92-0625 to 92-0662	93-0555 to 93-0596
	94-0001 to 94-0033	

Current Unit Assignments

AETC				
12th FTW	3rd FTS	Hondo MAP, TX	T-3A	'RA'
	557th FTS	Air Force Academy, CO	T-3A	

T-3A N30010/92-0627 of the 3rd FTS, 12th FTW based at Hondo MAP, Texas for flight screening. The entire T-3A fleet were withdrawn by the Air Force during 1999, following several uncommanded engine stoppages. USAF Official





Raytheon T-6 Texan II

The Raytheon T-6A Texan II was the winner of the Joint Primary Aircraft Training System (JPATS) competition to find a suitable replacement for the USAF T-37 and the US Navy T-34. Based on the Swiss Pilatus PC-9, the T-6A was chosen as it was the only contender to fulfil all the requirements without the need for extensive modification. The turboprop T-6 has handling qualities similar to that of a jet, thereby smoothing the training syllabus from primary flight education to either the T-1A Jayhawk or T-38A Talon. The PC-9 design has been tailored to meet the joint USAF-US Navy requirement, including new digital avionics and pressurisation. The fuselage has been strengthened for 18,000 flying hours or 24 years of operational service, and the canopy has been toughened to be bird resistant.

The Federal Aviation Agency granted a type certification during August 1999, as the first stage in progress towards service entry. Multi-service operational test and evaluation began at Randolph AFB, Texas, during the fall of 1999, with the first aircraft, serial 95-0003, having the 'RA' tail code of the 12th

FTW applied. Deliveries began during March 2000 to the 12th FTW with 15 aircraft expected initially. This will enable Air Force and Navy instructors to form the initial cadre of qualified personnel to be stationed at Laughlin AFB, Texas. Once Laughlin AFB has its allocation of aircraft deliveries will then be made to Vance AFB, Oklahoma, Columbus AFB, Mississippi, and Sheppard AFB, Texas, for the Euro-NATO Joint Pilot Training program. Moody AFB, Georgia, will also receive 35 T-6As, with the timescale for the other bases being altered to accommodate the new unit. The production for the Air Force will total 372 while the Navy will receive 339 models, with deliveries planned to take until 2014 to complete.

Serial Batches

T-6A	95-3000 to 95-3003	[and '004 to '009 ?]
	96-3010 to 96-3013	97-3014 to 97-3024 plus
	98-.... to....	[22 aircraft]
	99-.... to....	[unknown number]
	00-.... to...	[41 aircraft]

Current Unit Assignments

AETC					
12FTW	... FTS	Randolph AFB, TX	T-6A	•RA'	

Cessna T-37 Tweet

The T-37 has been in service with Air Training Command (ATC), and since July 1993 with Air Education and Training Command (AETC) for more than 40 years as the primary jet trainer. The prototype XT-37 made its first flight on 12 October 1954 and was followed on 27 September 1955 by the initial production T-37A, serial 54-2729. The T-37A version was not as capable as had been intended and for the first few years was limited to training students who had received experience flying the Beech T-34A. Further development of the basic design resulted in the T-37B which featured a more powerful Continental J69 turbojet engine, along with improved navigation equipment and a communications suite. The T-37B was introduced into service in November 1959. 474 T-37As were upgraded to T-37B standard, with just the first 60 aircraft remaining as T-37As. Thirty-nine of the latter were converted to A-37A standard to evaluate a combat capability with underwing hard-points.



Gleaming new T-6A Texan II 95-3003 displays the 'RA' tail-code, signifying its homebase as that of Randolph AFB, Texas. The operating unit is 12th FTW. This view also reveals the overwing markings. AETC Official

T-37B of the 47th FTW from Laughlin AFB, Texas, overflying the Texas countryside. The T-37 is to be replaced by the T-6A Texan II, beginning in 2000. USAF Official

The success of the T-37B in its intended role enabled ATC to implement its all-jet training program. However many students failed early in the training due to the complexity of handing a jet aircraft, with little or no previous flying experience. The answer was to implement the enhanced flight screening program with the T-41 (and latterly the T-3), whereby those unsuited for pilot training were eliminated in a much more cost-effective manner. The students with the aptitude and pilot qualities then transitioned to the T-37 for basic flight training before graduating to fly the T-38 for enhanced flight. Among the basic flight characteristics which are taught in the T-37, are aircraft handling, instrument flying, navigation, formation flying and night operations.

Three prototype aircraft were followed by 523 T-37As, ordered between 1954 and 1959 and 449 T-37Bs funded from 1959 until 1968. Some early production aircraft were supplied to South Vietnam, while others have been sold to Bangladesh, Chile, Columbia, Morocco, Pakistan, Peru, Thailand, and Turkey. Approximately 500 remain in operational service with AETC. These are in service with five Flying Training Wings. However the T-37B is to begin being replaced by the T-6A Texan II, beginning with the 12th FTW at Randolph AFB, Texas and will be followed by the 47th FTW at Laughlin AFB, Texas. The process will take several years to accomplish, enabling the T-37 to remain operational well into the decade.

The T-37 has also seen limited service with other commands, as ATC supplied aircraft for the Accelerated Co-pilot Enrichment (ACE) program. Small numbers of T-37s were stationed at SAC bases, ini-

tially retaining their ATC ownership and markings, but eventually being directly assigned to the unit at the detachment station. By this time SAC had been replaced by ACC and AMC, with the command emblem and tail code, where appropriate, being worn. The T-37s ceased this function during 1995 with most aircraft returning to the training role.

Serial Batches

XT-37	54-0716(054-0718	
T-37A	54-2729 to 54-2739	55-2972
	55-4302 to 55-4321	56-3464 to 56-3590
	57-2330 to 57-2352	58-1861 to 58-1 977
	59-0256 to 59-0390	
T-37B	59-0241 to 59-0255	60-0071 to 60-0200
	61 -2494 to 61 -2508	61-2915to61-2919
	62-5952 to 62-5956	64-1 3409 to 64-1 3470
	65-1 0823 to 65-1 0826	66-7960 to 66-8006
	67-1 4730 to 67-1 4768	67-22240 to 67-22262
	68-7981 to 68-8084	

Current Unit Assignments

AETC				
12th FTW	559th FTS	Randolph AFB, TX	T-37B	'RA'
14th FTW	37th FTS	Columbus AFB, MS	T-37B	'CB'
	41st FTS	Columbus AFB, MS	T-37B	'CB'
47th FTW	84th FTS	Laughlin AFB, TX	T-37B	'XL'
	85th FTS	Laughlin AFB, TX	T-37B	'XL'
7 1st FTW	8th FTS	Vance AFB, OK	T-37B	'W'
	33rd FTS	Vance AFB, OK	T-37B	'W'
80th FTW	88th FTS	Sheppard AFB, TX	T-37B	'EN'
	89th FTS	Sheppard AFB, TX	T-37B	'EN'

All-black T-38A 64-13301 'BB' of the 9th RW, Beale AFB, California, used to train prospective U-2 pilots. The aircraft has the same color scheme and style of markings as the U-2s Paul Bennett

Northrop T-38 Talon

The T-38 Talon was designed to be the standard advanced jet trainer for the Air Force. The Talon was built as a simple, twin-engined, high altitude supersonic aircraft with tandem seating for the student and instructor. Three YT-38 prototypes were ordered in 1958, followed by almost 1,200 T-38A production versions produced between 1959 and 1970. These were supplied to Air Training Command, with the 351 Oth Flying Training Wing at Randolph AFB, Texas, becoming the first T-38 when its initial aircraft was delivered on 17 March 1961. The German Air Force purchased 46 T-38As in 1966 with assignment to the 3630th Flying Training Wing (now 80th FTW) at Sheppard AFB, Texas. These are flown in USAF markings and without any German insignia. In 1978 the USAF offered to host the Euro-NATO Joint Pilot Training program to train pilots from a dozen European air arms. The ten year program began in October 1981, and has been extended subsequently.

Student pilots gain their wings on T-37 primary trainer, before transitioning to the T-38 for advanced tuition. Having mastered this stage, the trainee would then progress to their operational unit for conversion training. However the introduction of the specialized undergraduate pilot training (SUPT) program has streamlined tuition on the T-38 to those who will fly attack, fighter, bomber or reconnaissance types. Pilots destined for other types receive their advanced tuition on the T-1A Jayhawk. The introduction of SUPT has resulted in less flight hours being accumulated on the T-38 which will enhance the aircraft's life expectancy considerably.





Since the first aircraft entered service, the T-38s, as with most of the ATC fleet, were operated in a familiar gloss white color scheme. The command emblem was displayed, although the unit insignia was not carried. However this changed in 1985 when the command began to apply tail codes to its aircraft. Around the same time the aircraft began to receive experimental paint schemes to enhance visibility. The first involved a mid-blue camouflage pattern applied over the gloss white base color. Others included the application of dark blue areas to the lower fuselage and tail with red markings.

In 1975 the Lead-in Fighter Training (LIFT) program was introduced whereby new pilots, after completing undergraduate pilot training, would receive tuition on specially modified T-38s. The aircraft were fitted with a weapons store which could accommodate an ejector rack, an SUU-11 A/A minigun pod or an SUU-20A/A rocket/practice bomb carrier. Modified aircraft were designated as the T-38B. These were assigned to the 49th TFW at Holloman AFB, New Mexico, as part of Tactical Air Command and carried the command emblem on the fin. Due to their mission profile, the aircraft were designated as the AT-38B, with more than 150 being converted. The aircraft subsequently received aggressor style tactical camouflage schemes. The program was reorganized with the 479th TTW assuming the role exclusively in January 1977. The 49th FW assumed the LIFT program again from November 1991. In 1993 AETC began to take responsibility for LIFT training with the AT-38B fleet being distributed to the six major flying training bases.

The reduction in the need for such a large pilot training program made available surplus T-38s, which were reassigned to other duties. SAC received aircraft in 1974 as an economical alternative to training co-pilots in operational bomber, tanker and reconnaissance aircraft. Subsequently, the Acceler-

ated Co-pilot Enrichment (ACE) program involved ATC establishing a small detachment of T-37s or T-38s at SAC bases. The demise of SAC and the reassignment of its assets to ACC and AMC resulted in the ACE program being retitled as the Companion Trainer Program (CTP). The CTP utilized the T-38s mostly, with many of these being painted in the same color scheme as the wing's primary aircraft. Several AMC tanker units switched to the C-12F in 1993. The CTP was largely abandoned in 1995, although the 9th RW, 49th FW and the 509th BW all continue to operate the T-38A.

Surplus T-38As have been exported, with Portugal, Taiwan and Turkey all receiving batches. The Taiwanese aircraft were returned to the USA, and the Portuguese aircraft were withdrawn, although the Turkish aircraft are still operational. Others have been reassigned to the Navy with at least six being converted to QT-38A standard as full scale targets.

The T-38 is currently being upgraded under a project known as Pacer Classic to incorporate ten major modifications and a structural life extension which will permit an operational service life until at least 2020. The Avionics Upgrade Program is being carried out by Boeing at Williams Gateway Airport, Arizona. Among the improvements are a large field of view head-up display in the front cockpit, multi-functional displays, electronic engine instruments and up-front control panels in both cockpits. An integrated global positioning system and inertial navigation system, and a traffic collision avoidance system, are also being installed. The prototype for the program is 64-13197 which has been designated as a T-38C. A second aircraft, serial 64-13302, had been converted by October 1999, with both under development evaluation at Williams. The first production T-38Cs were due to begin delivered in 2000, with a total of 509 T-38A and AT-38B aircraft due to be modified to this configuration.

The AT-38B as well as the T-38A are being repainted in the new gray scheme. The Pacer Classic upgrade program will convert all T-38As and AT-38Bs to T-38C standard.

Brian Rogers

Munitions

AT-38B SUU-11 7.62 mm minigun pod, SUU-20/A rocket/practice bomb dispenser.

Serial Batches

YT-38	58-1191 to 58-1193	[58-1194, 58-1195 to QT-38A]
T-38A	59-11941058-1197	[59-1594 to 1598 to QT-38A]
	59-1594 to 59-1606	60-0547 to 60-0596
	[60-0580, 60-0583, 60-0586, 60-0588, 60-0590, 60-0592, 60-0593 all to GT-38A]	
	61-0804 to 61-0947	[61-0824, 61-0844, 61-0858, 61-0926, 61-0941 all to GT-38A]
	[61-0814, 61-0829, 61-0888, 61-0923 to GAT-38B]	
	62-3609 to 62-3752	63-8111 to 63-8247
	64-13166 to 64-13305	[64-13197 to T-38C prototype, 64-13302 second T-38C prototype]
	65-10316 to 65-10475	[65-10321 to GAT-38B]
	66-4320 to 66-4389	66-8349 to 66-8404
	67-14825 to 67-14859	67-14915 to 67-14958
	68-8095 to 68-8217	69-7073 to 69-7088
	70-1549 to 70-1591	70-1949 to 70-1956

Aircraft redesignated as AT-38B:

60-0550, 60-0553, 60-0561, 60-0569, 60-0572, 60-0573, 60-0576, 60-0582, 60-0589, 60-0591, 60-0594, 60-0595, 61-0807, 61-0812, 61-0814, 61-0817, 61-0818, 61-0820, 61-0828, 61-0829, 61-0835, 61-0836, 61-0845, 61-0847, 61-0848, 61-0851, 61-0852, 61-0857, 61-0860, 61-0863, 61-0864, 61-0866, 61-0875, 61-0876, 61-0878, 61-0880, 61-0886, 61-0888, 61-0889, 61-0891, 61-0898, 61-0899, 61-0904, 61-0907, 61-0911, 61-0917, 61-0923, 61-0938, 61-0940, 61-0947, 62-3614, 62-3627, 62-3628, 62-3632, 62-3641, 62-3660, 62-3673, 62-3678, 62-3703, 62-3715, 62-3738, 62-3746, 62-3752, 63-8112, 63-8117, 63-8149, 63-8162, 63-8164, 63-8166, 63-8172, 63-8175, 63-8187, 63-8207, 63-8211, 63-8214, 63-8215, 63-8247, 64-13169, 64-13172, 64-13188, 64-13193, 64-13203, 64-13211, 64-13215, 64-13232, 64-13233, 64-13245, 64-13259, 64-13261, 64-13264, 64-13267, 64-13269, 64-13276, 64-13277, 64-13280, 64-13286, 64-13288, 64-13292, 64-13298, 65-10321, 65-10337,

65-10341, 65-10346, 65-10350, 65-10367, 65-10370, 65-10371, 65-10381, 65-10382, 65-10399, 65-10403, 65-10422, 65-10425, 65-10432, 65-10433, 65-10437, 65-10439, 65-10450, 65-10452, 65-10453, 65-10456, 65-10457, 65-10466, 65-10472, 66-4357, 66-4351, 66-8358, 66-8398, 67-14842, 67-14925, 68-8097, 68-8106, 68-8109, 68-8113, 68-8116, 68-8119, 68-8120, 68-8123, 68-8133, 68-8138, 68-8140, 68-8142, 68-8161, 68-8165, 68-8168, 68-8169, 68-8189, 68-8195, 68-8197, 68-8201

Current Unit Assignments

ACC				
9th RW	1stRS	BealeAFB, CA	T-38A	'BB'
49thFW	7th FS	Holloman AFB, NM	T-38A, AT-38B	'HO'
				'WM'
509th BW	394th CTS	Whiteman AFB, MO	T-38A	
AETC				
12thFTW	435th FTS	Randolph AFB, TX	AT-38B	'RA'
	560th FTS	Randolph AFB, TX	T-38A	'RA'
14thFTW	49th FTS	Columbus AFB, MS	AT-38B	'CB'
	50th FTS	Columbus AFB, MS	T-38A	'CB'
47thFTW	87th FTS	Laughlin AFB, TX	T-38A	'XL'
71stFTW	25th FTS	Vance AFB, OK	T-38A	'W'
80th FTW	88th FTS	Sheppard AFB, TX	T-38A, AT-38B	
				'EN'
	90th FTS	Sheppard AFB, TX	T-38A, AT-38B	'EN'
				'SP'
82nd TRW	nil	Sheppard AFB, TX	GT-38A, GAT-38B	
AFMC				
46th TG	586th FLTS	Holloman AFB, NM	AT-38B	'HT'
412thTW	445th FLTS	Edwards AFB, CA	T-38A/C	'ED'

Just four Sabreliners remain in service, including the first example, NT-39A 59-2870 which is operated by the 412th TW at Edwards AFB, California, for test duties. Bob Archer

North American T-39 Sabreliner

The North American NA.246 Sabreliner was designed and built as a private venture to meet the requirement for the new Utility Trainer project known as the UTX. With the dual role of a combat readiness trainer and a general utility aircraft, the design began in 1956. The prototype flew for the first time on 16 September 1958, with the designation T-39 being assigned at the same time as the type was ordered into production. A total of 149 were ordered between 1959 and 1962, with the majority being designated as the T-39A. Six were completed as the T-39B fitted with a doppler navigation system and all-weather search radar as crew trainers for pilots transitioning to the F-105 Thunderchief.

Initial deliveries were to the 351 Oth Flying Training Wing at Randolph AFB, Texas, for Air Training Command, beginning in 1961. Others went to combat and support units within other commands for communications duties, including MAC, SAC, TAG, PACAF and USAFE. The six T-39Bs were assigned to the 4520th Combat Crew Training Group at Nellis AFB, Nevada, with three being transferred to the 23rd TFW at McConnell AFB, Kansas, early in 1966. The role of flying trainer was rather short lived, with just a small number T-39As stationed at Randolph AFB in 1972 when the 3510th FTW was replaced by the 12th FTW. These were assigned primarily for VIP and communications duties for Headquarters of ATC. By 1977 the T-39 had assumed this role almost completely, with the majority of aircraft being redesignated as the CT-39A to more accurately reflect the operational support mission.

The T-39 was ideally suited for test duties with the

4950th Test Wing at Wright-Patterson AFB, Ohio, assigned several aircraft. The T-39A was operated, with some aircraft being designated JT-39A indicating temporary test duties. The T-39B began to be assigned to the 4950th TW in 1976, with all six examples in residence by December 1979. Sabreliners began to be retired from service in 1983 with more than 100 being flown to Davis-Monthan AFB, Arizona with AMARC for storage and disposal. The vast majority were sold to private owners, and passed through the various contractors' yards on the periphery of AMARC.

The 4950th TW fleet was reassigned to the 412th Test Wing at Edwards AFB, California, beginning in 1992. All six T-39Bs together with NT-39A 59-2870 and CT-39A 62-4463 had joined the 412th TW by the beginning of 1993. Subsequently four T-39Bs were retired along with the CT-39A, although the NT-39A was joined by 60-3478 which was given a similar designation. These four are the only T-39s which remain active. 59-2870 was evaluating Identification Friend or Foe (IFF) inter operability, although these tests were completed and the aircraft was reconfigured for other duties. 60-3474 was known as 'Little Crow' to simulate jamming threats for Army missile tests, including the Patriot system. 59-2873 was subsequently modified as a second Little Crow, with the program due to continue until 1999 at least. 59-2873 has recently been testing a small flare and chaff dispenser pod mounted beneath the fuselage. The two NT-39As perform various test duties as well as flying as chase planes while supporting other programs. Despite being almost 40 years old the aircraft are still providing valuable service for AFMC, with no plans for their retirement at present.



Serials of aircraft currently in operational service

NT-39A 59-2870, 60-3478
T-39B 59-2873, 60-3474

Current Unit Assignments

AFMC
4121hTW 418th FLTS Edwards AFB, CA NT-39A, T-39B 'ED'

Boeing T-43

The T-43 was obtained for Air Training Command to train navigators destined to fly tanker and transport aircraft. The role was performed for many years by almost 100 T-29s operated by the 3535th Navigator Training Wing at Mather AFB, California. The unit was renumbered the 323rd FTW on 1 April 1973, with the first T-43A, serial 71-1403, being delivered to the unit on 31 July 1973 for operational test and evaluation. A second, 71-1404, joined the unit soon afterwards, with the wing beginning operations in September 1973. The last T-43 was delivered in July 1974. The ET-29D was the first to be replaced, being retired during April and May 1974, before the T-29Cs were flown to Davis-Monthan AFB, Arizona, for storage. By June 1975, when the last T-29 left Mather AFB, 19 T-43s had completely replaced the ageing Convair for training active duty and reserve undergraduate navigators from the Air Force, Navy, Marine Corps, as well as overseas air arms.

T-43A 71-1404 'RA' of the 12th FTW stationed at Randolph AFB, Texas, and used for navigator training. Brian Rogers

The T-43 fleet was transferred to Randolph AFB, Texas, joining the 12th FTW in May 1993. The introduction of the specialized undergraduate pilot training program, and later the T-1A to train tanker and transport pilots, reduced the requirement of the T-43 fleet, enabling some to be transferred to other uses.

A pair of T-43As were assigned to detachment 1, HQ Colorado ANG at Buckley ANGB, Colorado, late in 1978 to provide navigator training to cadets at the Air Force Academy. The aircraft also transported AFA sports teams to away venues across the USA. The unit was subsequently reorganized as the 200th AS on 15 March 1992, as part of the 140th Wing. T-43A 72-0283 had been modified for VIP duties by October 1988, and joined the 58th MAS at Ramstein AB, Germany, in January 1989. The aircraft was subsequently reassigned to the 24th Wing at Howard AFB, Panama, for the C-in-C of US Southern Command, and now resides at MacDill AFB, Florida, with the 6th ARW since the withdrawal of all US flight operations in Panama. The designation CT-43A was applied late in 1991 to aircraft performing duties other than navigation training. The similarity between the T-43 and Boeing 737 airliners has enabled the Air Force to operate a number of the former with civilian registrations and color schemes. T-43A 72-0286 was flown in Europe with a red cheatline and no ownership titles, and bearing the registration N99890 and later N57JE. Five CT-43As have for several years operated from McCarran Airport, Las Vegas, Nevada, in civilian color schemes, again with no titles carried, and wearing civil registrations. Known as the 'Janet Airline' the aircraft appear on the civil register as owned by EG&G Special Projects (which is an abbreviation for Edgerton, Germeshausen and Grier) and regularly operate to 'secret locations' in the

Nevada desert. Despite the cloak and dagger nature of their operation, it is widely known the aircraft ferry personnel to the top secret facility at Groom Lake.

Ten T-43s remain in service with the 562nd FTS at Randolph AFB, Texas. Two have been retired for storage with AMARC at Davis-Monthan AFB, AZ, and one, serial 73-1149, was lost in an accident in the Balkans in March 1996.

Serial Batches

T-43A 71-1403 to 71-1406 72-0282 to 72-0288
[all except 72-0283 redesignated as CT-43A]
73-1149 to 73-1156 [1149 redesignated CT-43A]

Current Unit Assignments

AETC
12th FTW 562nd FTS Randolph AFB, TX T-43A 'RA'
US SouthCom
6th ARW MacDill AFB, FL CT-43A

Lockheed U-2 Dragon Lady

The U-2 was designed for extremely high altitude photographic reconnaissance operations. It began operational service in 1956, overflying the Soviet Union almost with impunity. The aircraft gained notoriety on 1 May 1960 when pilot Gary Powers was brought down over Russia while on a photographic reconnaissance mission. The loss of the aircraft and the capture of Gary Powers forced President Eisenhower to order the cessation of all overflights, and instead concentrate on peripheral reconnaissance. The U-2 was amongst various aircraft types which continued this task, operating from international air space or from territory of allied nations.



U-2S 80-1081 'BB' of the 9th RW, based at Beale AFB, California, but seen departing on a mission from OL-FR at Istres AB, France. The aircraft has an extensive Signals Intelligence (Sigint) antennae farm, and carries the 'Senior Span' satellite link in the large oval fairing. The extended nose contains the Advanced Synthetic Aperture Radar System (ASARS). USAF Official



UV-18B 77-0464/N70464 of the 94th Air Training Squadron based at Peterson AFB, Colorado. The Twin Otters provide parachute training for trainees at the Air Force Academy. Robert Greby



The U-2 is more than 40 years old, although none of the original aircraft funded in 1955 and 1956 remain in service. Many were lost to accidents, and the handful that survived are now in museums. The Air Force, together with the CIA, funded a version known as the U-2R, which was 40% larger than the original U-2, and had a Pratt and Whitney J75-P-13B engine producing 17,000 lbs of thrust. These were ordered in 1967, although the aircraft themselves were allocated their serials from 1968 fiscal year funding. Twelve were obtained, with the CIA aircraft operating from Edwards AFB, California, while those assigned to SAC were flown from Davis-Monthan AFB, Arizona. In November 1979 the production line was opened for the third time to produce 37 new aircraft. Most were constructed as the TR-1A with a stand-off tactical reconnaissance role, although some were built as the U-2R. Externally there was little difference between the two as the mission sensors were interchangeable. Two were built for NASA as the ER-2, whilst one was constructed with a second cockpit for an instructor, as the TR-1B. In 1992 the Air Force decided to eliminate the TR-1 designation, with all surviving airframes being retitled as the U-2R and U-2RT.

The J75 engine gradually became expensive to operate and difficult to maintain due to its age. Furthermore the need to increase engine power to match the growing sensor suite installation led to an

upgrade program by Lockheed Martin to install the General Electric F101-GE-F29 engine. Evaluation of the new powerplant was carried out at Air Force Plant 42/Palmdale, California, and was followed by conversion of operational aircraft. Designated as the U-2S and U-2ST, the first example was delivered to the 9th RW at Beale AFB, California in October 1994. The program was completed early in 1999 with all 31 single seat models and 4 two seat trainers being modified.

Under current plans the U-2 fleet is expected to remain in operational service until at least 2020. To enable the aircraft to be an effective reconnaissance platform for the next 20 years there are a number of improvements planned. These include a defensive capability against known and expected threats, cockpit modifications to improve pilot situational awareness, as well as a reduction in the infra red signature.

The U-2 has been fitted with a host of different sensor systems, including those installed fitted inside an interchangeable nose cone, along with others attached to slipper pods mounted on the wings. These sensors are capable of collecting photographic, electro-optical, infrared and radar imagery. For many years the U-2 has been capable of locating targets and transferring the data to ground attack aircraft within minutes, thereby enabling enemy locations to be attacked quickly. This ability is being

enhanced through the Airborne Information Transmission System. The concept involves a wide band data link relay to transmit imagery and other intelligence information by secure means from the U-2 to ground stations or attack aircraft. The U-2 will also have a ultra high frequency worldwide satellite communication link.

Serial Batches

U-2R	68-1 0329 to 68-1 03340
	[68-1 0329, 68-1 0331, 68-1 0336, 68-1 0337 to U-2S]
ER-2	80-1063 80,1097
TR-1 A	80-10661080-1099 [80-1075, 80-1 098 to U-2R] [80-1066to 80-1071, 80-1073, 80-1074, 80-1 076, 80-1077, 80-1079to 80-1087, 80-1089to 80-1096, 80-1099toU-2RtoU-2S] [80-1 078, 80-1 091 to TU-2R to TU-2S]
TR-1B	60-1 064 to 80-1 065 [to TU-2R to TU-2S]

Current Unit Assignments

ACC				
9th RW	1stRS	Beale AFB, CA	U-2S, TU-2S, T-38A	'BB'
	5th RS	Osan AB, South Korea	U-2S	'BB'
	99th RS	Beale AFB, CA	U-2S.T-38A	'BB'
	-Det.1	RAF Akrotiri, Cyprus	U-2S	'BB'
	OL-..	SigonellaAB, Sicily	U-2S	'BB'
	OL-CH	Prince Sultan AB, Saudi Arabia	U-2S	'BB'



The first USAF CV-22B seen near the Bell/Boeing facility at Arlington, Texas while on the ferry flight from NAS Patuxent River, Maryland, having complete its test program for the Navy. The aircraft, serial 164941, will be reworked to full operational standard for evaluation by AFSOC. USAF Official

Miscellaneous types

The US Air Force operates various miscellaneous types, which have been acquired for specific roles. In 1996 the Air Force obtained a CASA CN.235, serial 96-6049, although very little is known of the aircraft. The CASA was observed at Pope AFB, North Carolina in January 1999, although its unit assignment and command remain a mystery. The small fleet of CASA 212s were stationed at Pope AFB during the early and mid-1990s, being assigned to the 427th SOS. However the aircraft were subsequently reassigned to the 6th SOS at Hurlburt Field, Florida beginning at late in 1997. AFSOC has the 24th Special Tactics Squadron in residence at Pope AFB, although this unit does not have any aircraft assigned as far as is known. It is possible the CN.235 is part of AFSOC, and equally feasible for the aircraft to be operated by the Air Force on behalf of a government department.

The Air Force acquired five Cessna Citation Ultra business jets with the designation OT-47B. The aircraft were ordered in June 1995, with deliveries taking place between February and April 1997. All five are operated with civilian identities applied: N163L, N214L, N615L, N712L and N991L. The aircraft have a Northrop Grumman AN/APG-66(V) radar installed in a thimble nose and a Northrop Grumman WF-360TL infra-red tracking system housed in the lower fuselage. Air Force Materiel Command placed the order for the aircraft, which are registered to Leslie and Associates Inc of Portland, Oregon, and are operated by the Aviation Development Corp of Montgomery, Alabama. It is quite likely that the aircraft are stationed in the south eastern United States for operations against drug smugglers, amongst other tasks; hence the civilian identities.

The 94th ATS at the US Air Force Academy has a Cessna 150M with the serial 84-0483. The aircraft is used primarily for familiarization training of the Academy's elite parachute team.

The Air Force occasionally utilizes other aircraft for unspecified duties, operating these in civilian markings to attract as little publicity as possible. Examples of this practice are the five 'Janet Airlines' CT-43As flown by EG&G Special Projects from McCarran Airport, Las Vegas, Nevada, in civilian color schemes with no titles carried and wearing civil registrations. During October 1995 the 427th SOS at Pope AFB, North Carolina, was operating a Pilatus Turbo Porter with the civilian registration N5113K.

However, not all are of a clandestine nature. The six British Aerospace C-29As, serials 88-0269 to 88-0274 were flown by MAC to evaluate and calibrate navigational aids at US air bases worldwide, were transferred to the FAA as N94 to N99. These six aircraft are frequently seen at bases across the United States as well as overseas.

de Havilland Canada UV-18 Twin Otter

The UV-18B is the military version of the de Havilland Canada DHC-6. Two were acquired during 1977 for the Air Force Academy (USAFABA) at Colorado Springs in Colorado and are used primarily for parachute jump training by cadets at the Academy. The two aircraft are based at Peterson AFB, but regularly operate from the airstrip at the Academy. A former Alaskan Army National Guard UV-18A was later transferred to the USAFA. During August 1998 this aircraft performed a series of tests of a new type of antenna. The Twin Otter acted as a surrogate unmanned aerial vehicle to evaluate the imagery downloaded from the antenna to a ground station. The two UV-18Bs are flown by the 98th FTS, while the UV-18A is operated by the 94th FTS.

Serial Batches

UV-18A 82-23835
UV-18B 77-0464 to 77-0465,

Current Unit Assignments

USAFABA			
34th TRW	94th FTS	Air Force Academy, CO	UV-18A
	98th FTS	Peterson AFB, CO	UV-18B

Bell/Boeing CV-22 Osprey

The CV-22 will be the first tiltrotor aircraft design to become operational with the Air Force. With the maneuverability and lift capability of a helicopter and the speed of a fixed wing aircraft, the Osprey will be multi-mission capable. The Air Force version will be assigned to Special Operations Command for long range, clandestine penetration and extraction duties into hostile areas in adverse weather. The Osprey will be able to deliver troops or cargo over a 575 mile combat radius. The aircraft will have an air refueling capability, and will also be able to operate from ships. A fully integrated precise navigation suite will include a global positioning system and inertial navigation system. In addition the Osprey will be fitted with a forward looking infrared, terrain following/ter-

rain avoidance radar, digital map display, and the cockpit displays will be compatible for the crew wearing night vision goggles. An extensive electronic warfare suite will also be incorporated.

Former Marine Corps MV-22 Engineering and Manufacturing Development (EMD) aircraft 164941 was transferred from MAS Patuxent River, Maryland to the Bell/Boeing facility at Arlington, Texas on 9 June 1999 to begin conversion as the first CV-22B for Air Force Special Operations Command. The second MV-22 EMD serial 164939 followed during July for fitting out. Once conversion is complete the two aircraft will undergo manufacturers and Air Force trials at Arlington and at Edwards AFB, California. Completion is due in 2000, with 164941 being used to evaluate the special forces equipment fitted. 164339 will perform initial development testing of the radar and the 900 gallon fuel tanks located in the wings. Once this has been completed the aircraft will pass to the multi-service operational test and evaluation team at Kirtland AFB, New Mexico beginning in 2002. The 16th SOW at Hurlburt Field, Florida will begin to take delivery in 2003 with initial operating capability being achieved by 2004. The first operational aircraft will be assigned to the 15th SOS. Fifty CV-22Bs are being acquired for AFSOC, assuming the duties of the MH-60G (which were all reassigned during 1999) and the MC-130E. The aircraft will be funded beginning with four in 2001, six in 2002, nine each between 2003 and 2006, and the final four in 2007. Successful service with AFSOC will quite likely see other versions for the USAF, possibly as a suitable VIP transport for the 89th AW.

Serial Batches

CV-22B	164939,164941
	[both likely to have USAF serials allocated]
01-.... to 01-....	[4 aircraft]
02-.... to 02-....	[6 aircraft]
03-.... to 03-....	[9 aircraft]
04-.... to 04-....	[9 aircraft]
05-.... to 05-....	[9 aircraft]
06-.... to 06-....	[9 aircraft]
07-.... to 07-....	[4 aircraft]

Current Unit Assignments

None yet

Munitions



Missiles

There are two types of missile in Air Force service, strategic and air-launched. As the name implies, strategic missiles, or ICBMs (for Intercontinental Ballistic Missile), as they are commonly known, are those which are primarily a deterrent, and are considered to be 'the last resort'. Having nuclear warheads, with intercontinental range, they would be used only in a time of global conflict when no other weapons could be employed. They would probably be targeted on an enemy's major industrial complexes, and would be a retaliatory response. To date US Air Force ICBMs have never been involved in a conflict, although they are occasionally test fired from Vandenberg AFB, California. These weapons are too large for conventional aerial delivery, although there was a proposal to investigate a launch capability from airlifters such as the C-5 Galaxy. Air launched missiles are much smaller in size. They are agile, flexible, and can be easily forward deployed to bases together with their launch aircraft. They are predominantly fitted with a conventional warhead, as most, if not all,

air launched nuclear missiles are believed to have been withdrawn.

The designation system used for missiles is similar to that applied to aircraft, and consists of the letter M (for missile), followed by a hyphen and a numerical allocation. All missiles have one or more prefix letters to denote the mission type, operational environment, and, if necessary, the missile status. The primary mission type prefixes in use are G for ground attack, and I for aerial intercept. The current operational environment prefixes are A for air launched, and L for silo launch. Finally the missile status refers to prototypes, experimental, special and temporary test, although these are rarely used. An example of the designation system is the 'Have Nap', which is the AGM-142. The weapon is the 142nd missile variant (although not all of the preceding 141 have proceeded further than the drawing board), and is air launched for the ground attack role. The Minuteman III has designation LGM-30G, indicating the 30th missile variant, housed in a silo, for ground attack.

20th FW F-16CJ 93-0532 with an AGM-88 HARM on an underwing rail, and an AIM-9M Sidewinder missile on the wingtip. The HARM targeting system, with the white cap, is clearly visible adjacent to the air intake. Raytheon

Strategic Missiles

The Air Force has reduced the number of Intercontinental Ballistic Missiles (ICBMs) with the retirement of older weapons as part of the Strategic Arms Limitation Treaties (START). For several decades ICBMs were under the control of Strategic Air Command (SAC), which administered control of these and the nuclear equipped strategic bombers, as two thirds of the nuclear deterrent. However the demise of SAC on 1 June 1992 resulted in the ICBMs becoming part of Air Combat Command, although these weapons were largely out of place within an organization whose remit was the operation of combat ready forces for rapid deployment. Their assignment to ACC was short-lived, as all operational ICBMs were transferred to Air Force Space Command on 1 July 1993.



The Air Force occasionally test fires an Inter-continental Ballistic Missile (ICBM) to ensure these weapons are effective. An LGM-30F Minuteman II, which is similar to the Minuteman III, is launched from Vandenberg AFB, California. USAF Official

An AGM-88C Conventional Air Launched Cruise Missile (CALCM) being loaded onto a B-52H at RAF Fairford during Operation 'Allied Force'. USAF Official



Boeing LGM-30 Minuteman

The Minuteman was introduced as a solid fuel, inter-continental range ballistic missile, housed and fired from a silo. Delivering a thermonuclear payload located in one or more warheads, the missile had a range in excess of 7,000 miles. The LGM-30A/B Minuteman I began deliveries in 1962 to the 341st Strategic Missile Wing (ICBM-Minuteman) at Malmstrom AFB, Montana. The version was the backbone of the SAC ICBM component alongside the Titan missile. The LGM-30F Minuteman II was introduced in 1965, and was followed by the LGM-30G Minuteman III beginning in June 1970. 550 LGM-30Gs were ordered, with 500 remaining in service with 11 squadrons. Each missile weighs approx 78,000 lbs, and can achieve a speed of 15,000 mph to lift it to the highest point of trajectory 700 miles above the earth. The missile has the capability to place three Multiple Independently Targetable Re-entry Vehicles on targets with a high degree of accuracy. The missiles are undergoing an extensive life extension program, to include the replacement of the guidance system, and remanufacture of the rocket motors. New, survivable, state-of-the-art command and control equipment will be incorporated, as will the ability to accept warheads taken from deactivated Peacekeeper missiles following the implementation of the START II treaty.

Lockheed Martin (formerly Martin Marietta) LGM-118 Peacekeeper

Designed as a follow-on to the Minuteman III, with ten warheads, the Peacekeeper began deliveries to the 90th Strategic Missile Wing (ICBM-Minuteman) at Francis E Warren AFB, Wyoming beginning in 1986. Peacekeeper has a greater range than Minuteman III, and weighs approximately 195,000 lbs. The ten warheads can be independently targeted at separate targets. Although Peacekeeper was scheduled to begin retirement under START II, the Russian parliament have yet to ratify the treaty, and no missiles will be removed from their silos until its terms come into force.

Air Launched Missiles

The US Air Force has in service a vast stockpile of air launched missiles, which are categorized either for the air superiority role or ground targets. These vary widely in range, speed and warhead, depending upon the mission they have been designed to undertake. Those dedicated to air superiority tend to be lightweight, agile, and have a small warhead. Their role is to impact another aircraft, or to explode adjacent to it, thereby causing the opponent to be destroyed or sufficiently damaged as to be incapable of completing its mission. On the other hand, missiles designed to destroy ground targets are much larger with a substantial warhead. The advent of hardened complexes has led to the development of more capable missiles which can penetrate such targets before exploding, thereby causing maximum damage. Furthermore the necessity to avoid, or minimise civilian casualties and restrict collateral damage has resulted in air-to-ground missiles which are laser guided for extreme accuracy. Others have inertial guidance systems, or can be directed to their targets via satellite links. Those currently in service or under development are:

Raytheon Company (formerly Hughes Aircraft Co) AGM-65 Maverick

Range: In excess of 17 miles.

Aircraft: A-10A, F-15E, F-16A/B/C/D

The Maverick was introduced as a tactical, air-to-surface guided missile for anti-armor, close air support, and defense suppression missions. The first AGM-65A Mavericks became operational with the Air Force in August 1972, with subsequent development leading to the AGM-65B, D, and G versions. The AGM-65K was proposed by remanufacturing older missiles to an improved standard, although the plan to modify thousands of existing AGM-65s appears to have been scaled back considerably.

Boeing (formerly McDonnell-Douglas) AGM-84 Harpoon

Range: in excess of 150 miles.

Aircraft: B-52H

The Harpoon was developed during the early 1970s as a long-range, anti-ship missile. Initially produced for launch from Naval warships, the missile was developed to be released from aircraft such as the P-3 Orion, and later the A-6 Intruder, FA-18 Hornet and S-3 Viking. The Air Force obtained the Harpoon for SAC in 1983 for integration into the B-52G's conventional warfare program. The subsequent retirement of the B-52G saw the Harpoon transferred to the B-52H. Various different versions have been produced beginning with the AGM-84D, followed by the -84E, and a modified version known as the Stand-off Land Attack Missile (SLAM). The SLAM-ER (Expanded Response) was a major upgrade, and led to the SLAM-ATA (Automatic Target Acquisition). The Harpoon Block II is the latest version with a GPS/INS incorporated.

Boeing AGM-86C Conventional Air Launched Cruise Missile

Range: 1,555 miles
Aircraft: B-52H

The prototype AGM-86A was developed during the mid-1970s as a small, long-range subsonic missile equipped with either a nuclear or conventional warhead. This version did not enter service. The AGM-86B was produced in substantial numbers during the 1980s. Designed to be launched in groups, and has a small radar signature, enabling most to reach their targets with accuracy. The non-nuclear AGM-86C version was introduced as the Conventional Air Launched Cruise Missile (CALCM), and was used operationally for the first time during the Gulf War. Compatible with the B-52G initially, until this version of the Stratofortress was retired. Currently deployed by the B-52H.

Raytheon AGM-88 HARM

Range: in excess of 10 miles, and possibly as great as 50 miles
Aircraft: F-16CJ/DJ

Introduced in 1984, for the F-4G, the High-Speed Anti Radiation Missile (HARM) is an air-to-surface missile dedicated to the destruction of enemy radar-equipped air defense systems. HARM is an extremely accurate missile whose guidance system detects and locks onto the radar emissions. However the missile is ineffective if the radar source is switched off. The AGM-88A was designed for the F-4G, and was followed by the AGM-88B which was an updated version with an enhanced guidance seeker. The current version is the AGM-88C which has a more lethal warhead, and an improved guidance capability.



Boeing AGM-130

Range: approximately 30 miles
Aircraft: F-15E

Introduced in 1994, as an improved version of the GBU-15 glide bomb with a rocket motor, radar altimeter, and a guidance system to enable pinpoint accuracy. Weighing approximately 2,000 lb, the AGM-130 can be either television or infra-red guided, and has stand-off range against heavily defended targets. The AGM-130A is the current version with a Mk.84 warhead, while the AGM-130C has a BLU-109/B penetrating warhead.

F-16DJ 87-0392 of the 412th Test Wing from Edwards AFB, California, armed with an AGM-88 HARM, AIM-9 Sidewinder, and AIM-120 AMRAAM. USAF Official

46th Test Wing F-16DG 90-0836 'ET' with an AGM-154B Joint Standoff Weapon (JSOW) beneath the wing. Raytheon



Rafael AGM-142 Have Nap

Range: approximately 80 miles

Aircraft: B-52H

The AGM-142 Have Nap has been supplied to the USAF by the Israeli manufacturer Rafael, and is known as the Popeye in IDFAF service. The missile weighs almost 3,000 lb and is compatible with a data-link system. Three Have Naps and a single data link can be carried by a single B-52H. The missile was introduced into service in 1992 as a medium range, stand-off weapon for precision strikes. Have Nap was used operationally for the first time during Operation 'Allied Force', with aircraft flying from RAF Fairford.

Raytheon AGM-154 JSOW

Range: 17 miles (low altitude launch), or 40 plus miles (high altitude launch)

Aircraft: F-15E, F-16C/D, F-117A, B-1B, B-52H

As its name implies, the Joint Stand-off Weapon is the first joint USAF and Navy missile. Designed as a low-cost, highly lethal glide missile with a stand-off capability to be used against heavily defended targets. The Navy introduced JSOW into service in 1998, while the Air Force is due to field the weapon operationally during 2000. At least three versions are being produced, or are planned, these being the AGM-154A baseline variant with the BLU-97 warhead, the AGM-154B fitted with the BLU-108, and the AGM-154C combining a infra-red terminal seeker with a SOOlb unitary warhead.

The latest version of the Sidewinder missile is the AIM-9X. Raytheon

Lockheed Martin AGM-158 JASSM Raytheon AIM-120 AMRAAM

Range: unspecified

Aircraft: B-1B, B-2A, B-52H, F-16C/D and possibly the F-15E, F-117A

The Joint Air-to-Surface Stand off Missile (JASSM) is an advanced weapon designed to attack heavily defended targets with high precision, having been launched at great stand off range. Engineering and manufacturing development began in November 1999, with initial operating capability due in 2001. The total weight of JASSM has not been released, but the warhead will be 1,000 lbs. The Air Force will receive 2,400 missiles, while the Navy production has yet to be announced.

Raytheon AIM-9 Sidewinder

Range: 8 plus miles

Aircraft: A-10A, F-15A/B/C/D, F-15E, F-16A/B/C/D

Developed during the early 1950s, the Sidewinder has been the primary short range, air-to-air missile for more than 40 years. Ongoing development has enabled early versions to be superseded by more capable examples. The third generation AIM-9M is currently in service, and has an all-aspect intercept capability. Equipped with improved Infra-red Counter Countermeasures to increase accuracy. The AIM-9M-9 is a modified version of earlier production AIM-9M Sidewinders. Approximately a dozen air-to-air victories were attributed to the AIM-9 during Operation 'Desert Storm'. Development is taking place of the AIM-9X with a high off-boresight seeker compatible with a helmet-mounted cueing system for enhanced target acquisition and tracking. The AIM-9X will be integrated onto the F-15, F-16 and F-22.

Range: in excess of 20 miles

Aircraft: F-15A/B/C/D, F-15E, F-16A/B/C/D

The Advanced Medium-Range Air-to-Air Missile (AMRAAM) is an all-weather, radar guided, beyond-visual range missile capable of intercepting low altitude targets. AMRAAM entered service beginning in 1988, and is frequently carried by F-15 and F-16 fighters along with the AIM-9 Sidewinder for a mixed capability of both medium and short range intercept. AIM-120A was the first version, with the -120B currently in service. The AIM-120C with smaller control surfaces is being developed for internal carriage by the F-22.

British Aerospace AIM-132ASRAAM

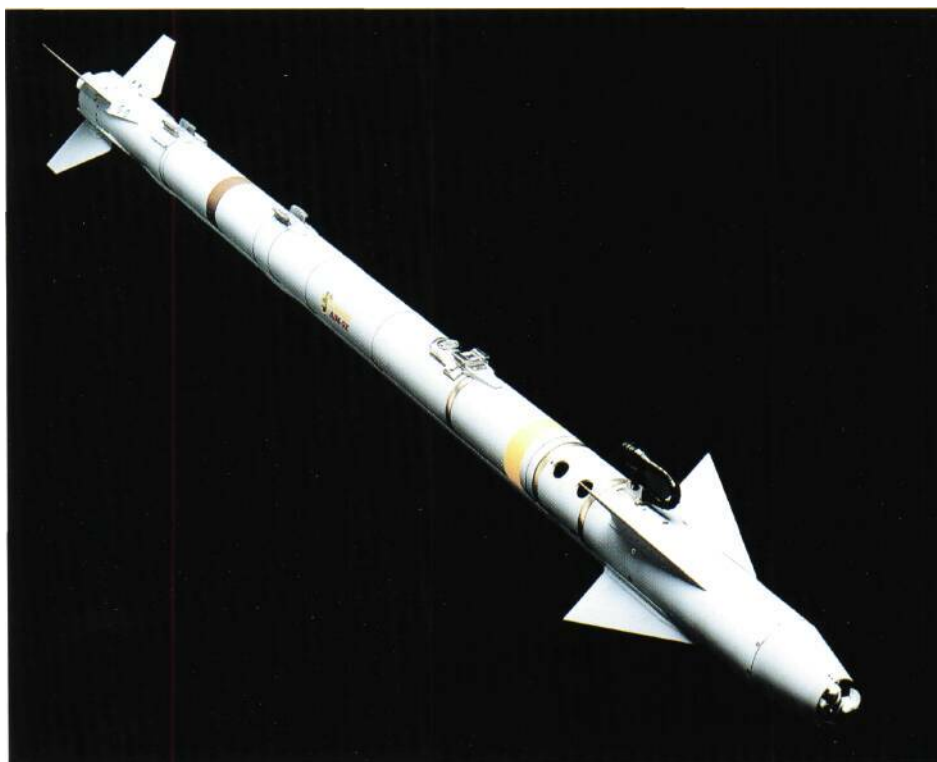
Range: Smiles

Aircraft: none in USAF service

The Advanced Short Range Air-to-Air Missile (ASRAAM) was developed by British Aerospace as a replacement for the ageing AIM-9 Sidewinder missile. While the AIM-120 AMRAAM was potent within medium range parameters, it was unsuitable for short range intercepts, with ASRAAM filling this requirement. ASRAAM was designed as a rival for the Raytheon AIM-9X Sidewinder, with the United States funding a program of overseas comparative testing to determine if the British missile was equal to its US counterpart. The tests were carried out at Stevenage, England, and at Eglin AFB, Florida, and by the Navy at NAS China Lake, California. These were completed in June 1996. The Royal Air Force began accepting production versions of ASRAAM in 1998, although as yet, no orders have been placed for the USAF.

Bombs

Bombs have also seen significant development with the addition of laser guidance. The Second World War, and the campaigns in Korea and Vietnam relied largely upon the freefall method of delivery, although as the latter war dragged on, it became increasingly apparent that some sophistication would be needed to be more effective, particularly as air defense systems had become far more lethal. Laser guidance provided a major leap in accuracy, converting 'dumb' bombs into 'smart' munitions. The 1991 campaign against Iraq saw the first mass use of these smart weapons, with the memorable sequences of the first night of operations, involving F-117s destroying key military installations in central Baghdad, which were relayed across the world's television screens. The success of Operation 'Desert Storm', and in particular the combination of low-observability aircraft with smart weapons, has progressed with all manner of munitions development to enable aircraft to penetrate air defense screens to deliver their ordnance and return safely to base. The overriding factor now is precision bombing, as, like air launched missiles, there is the requirement to minimise collateral damage and the unnecessary loss of life to innocent civilians.



Bombs are divided into several categories, and include laser guided, (smart bombs), general purpose/conventional free fall, (dumb bombs), as well as cluster bomb units. To help differentiate between these weapons, the Air Force utilizes the same designation system as the Army and Navy. In most cases bombs are referred to as Units, with the letter U preceding a hyphen and the numerical allocation. Two-letter prefixes are used to indicate the type of weapons, with those currently in Air Force use including BL (for Bomb, Live), CB (for Cluster Bomb), and GB (for Guided Bomb). An example is the GBU-10 which is the tenth Guided Bomb Unit.

Laser Guided Bombs

GBU-10 Paveway II

The GBU-10 is a 2,000 lb general purpose weapon capable of penetrating hardened complexes. The weapon consists of a Mk.84 2,000 lb bomb with a laser guidance system. The bomb has a range of about 8 miles, and gained operational capability in 1976.

Aircraft types: A-10A, B-52H, F-15E, F-16C/D, F-117A

GBU-12 Paveway II

The GBU-12 is a smaller version of the GBU-10, consisting of a laser guided Mk.82 500 lb bomb. Like the GBU-10, the weapon has an 8 mile range, and became operational in 1976.

Aircraft types: as for GBU-10

GBU-16 Paveway II

The third in the Paveway II series, the GBU-16 utilizes a 1,000 lb Mk.83 bomb with a common Paveway laser guidance kit. Again the weapon has an 8 mile operational range, and entered service in 1976.

Aircraft types: A-10A, F-15E, F-16C/D

GBU-24 Paveway III

The GBU-24 Low Level Laser Guided Bomb is composed of a 2,000 lb Mk.84 component with a laser guidance capability. The weapon was developed to be launched from low level, in adverse weather, and to counter limitations of low cloud base over targets. The weapon has a stand off capability to reduce the risk to the aircraft and crew. The bomb has a range in excess of ten miles, and entered service in 1983.

Aircraft types: A-10A, F-15E, F-16C/D

GBU-27 Paveway III

The GBU-27 is a version of the GBU-24 developed especially for delivery by the F-117A. The weapon utilizes a modified Paveway II guidance control unit to provide 'terminal trajectory shaping'. This system selects the optimum impact angle against various

PAVEWAY LASER GUIDED BOMB EVOLUTION

PAVEWAY I



- ACCURATE
- RELIABLE
- INEXPENSIVE

PAVEWAY II



- CCM CAPABILITY
- INCREASED A/C COMPATIBILITY

PAVEWAY III



GBU-24 A/B

- LOW LEVEL STANDOFF
- DIGITAL AUTOPILOT
- SMALL CEP
- BLU-109 COMPATIBLE



GBU-27/B

- HIGHLY ACCURATE
- BLU-109 COMPATIBLE
- F-117 WEAPON



GBU-28/B

- EFFECTIVE PENETRATOR FOR VERY HARD TARGETS

1358-1672

targets. This could be vertical impact against aircraft shelters, or a horizontal approach against a bridge structure. The weapon entered service in 1987 and has a range in excess of ten miles.

Aircraft type: F-117A

GBU-28 'Bunker Buster'

The GBU-28 was developed during the Gulf War especially to destroy the hardened command and control complex at Al Taji, north of Baghdad on the last day of the Gulf War. Combining a laser guidance capability, the weapon had a 4,000 lb penetrating warhead containing 630 lb of high explosives. The bomb was produced from a modified Howitzer gun barrel. The long, slim weapon was developed in a matter of weeks, and the first test firing took place 20 days after the project was given the official go ahead on 1 February 1991. Tests were conducted over the Nellis ranges, with one bomb eventually being excavated 150 feet below the ground. Two bombs were airlifted to Taif AB, Saudi Arabia for the mission to Al Taji, which was flown by 48th FW F-111 Fs, and was successful in destroying the complex. Subsequently the weapon has been refined. GBU-28 has a range of more than five miles.

Aircraft type: F-15E

Television or Infra Red Guided Bombs

GBU-15

The GBU-15 is an improved glide bomb used against high value targets, and is composed of a 2,000 lb Mk.84 bomb coupled to an AN/AXQ-14 data link. The weapon is remotely controlled either by television (daylight) or imaging infra-red (night or adverse weather). The bomb can be employed for direct attack, with the target being selected before

A presentation of the three different types of Paveway laser guided bomb. The Paveway I is no longer in service, having been replaced by the more capable II and III models. Raytheon

aircraft launch, with the exact co-ordinates being pre-programmed, enabling the guidance system to operate automatically. GBU-15s were employed during 'Desert Storm', most notably during the F-111F mission to bomb the oil manifolds on the storage tanks to prevent oil spilling into the Persian Gulf. The bomb has a range of approximately seven miles, and entered service during 1985.

Aircraft type: F-15E

Global Positioning System (GPS) Guided Bombs

The Joint Direct Attack Munition (JDAM) is a tail kit development for both the Air Force and Navy to provide accurate delivery in adverse weather of existing general purpose bombs. JDAM is intended to upgrade the existing inventory of Mk.831,000 lb and Mk.84 2,000 lb bombs. These will be designated as the GBU-31 and GBU-32 respectively. The Mk.80 250 lb and Mk.81 500 lb bombs are also being redesignated as the GBU-29 and GBU-30 with the new tail assembly. The 2,000 lb BLU-109 and 1,000 lb BLU-110 will also be converted to JDAMs. The first JDAMs for the USAF were delivered to Whiteman AFB, Missouri in May 1998 for the B-2A. JDAM was used operationally for the first time on 24 March 1999 when B-2As of the 509th BW armed with 16 GBU-32s each attacked targets across Yugoslavia during the opening missions of Operation 'Allied Force'. Subsequently many more JDAM equipped B-2 missions were flown during the campaign.

Aircraft types: B-1B, B-2A, B-52H, F-15E, F-16C/D, F-117A. Will be carried by the F-22A.

Conventional General Purpose Bombs

The Air Force has a vast number of conventional general purpose bombs. These are known as 'dumb' because they lack the sophisticated additions of laser guidance, and are intended for free fall delivery. The four most common in the Air Force are the Mk.81 250lb, Mk.82 500lb, Mk.83 1,000lb, and Mk.84 2,000lb, plus the M117 750 lb weapon. Note that these general purpose munitions have designations differing from other systems. Most, if not all of these weapons, can be carried by the entire Air Force combat contingent of attack, bomber and fighter bomber aircraft.

The BLU-82 Commando Vault is a massive 15,000 lb blast bomb which is carried exclusively by the MC-130E. The weapon is designed to clear whole areas with a single blast, aided by an extended fuse which detonates the bomb just above ground level! The 450 lb BLU-107 Durandal is intended for runway destruction, while the BLU-109 is a 2,000 lb penetrator to be used against hardened constructions. Other penetrators include the BLU-110 for the JDAM, BLU-111 for JSOW, the BLU-113, which is a version of the GBU-28, and the BLU-116 which is a modified GBU-24. Again these are carried by most of the combat types.

Cluster Bombs

Several versions of cluster bomb are in service, these having the appearance of a bomb, but containing hundreds of individual munitions. Amongst those currently in service are the CBU-24 800 lb, CBU-52 766 lb, CBU-58 750 lb, CBU-59 Rockeye II 750 lb, CBU-71 750 lb, CBU-75 Sadeye, CBU-78 Gator 1000 lb, CBU-87 Combined Effects Munition 1000 lb, CBU-89 Gator 1000 lb, CBU-94 black out bomb, and CBU-97 Sensor Fuzed Weapon 1000 lb.

These CBUs are carried by the majority of combat types.

The Air Force has many more general purpose munitions, than it does 'smart' bombs. While some versions of dumb bombs have been converted with the addition of laser guidance, many others remain in the inventory. To provide a measure of sophistication, the Air Force began receiving the Wind Corrected Munitions Dispenser (WCMD) during 1999. WCMD is a tail kit which fits to existing dispensers to correct for wind shear. The modification enables munitions to be released at a much higher altitude, and at greater distances, enabling the aircraft to avoid overflying the target, and reducing the risk to air defense systems. WCMD is to be fitted to the CBU-87 Combined Effects Munition, CBU-89 Gator air delivered mine, and the CBU-97 Sensor Fuzed Weapon. All Air Force strike aircraft will be compatible with the WCMD except for the B-2A which will rely upon its stealth characteristics.

Nuclear Weapons

The United States has reduced the quantity of nuclear weapons significantly since the end of the Cold War. More than 70,000 nuclear weapons have been produced by the United States, of 71 major types. However this number has shrunk to ten versions, with approximately 9,600 weapons. The official name for the nuclear arsenal is the 'Enduring Stockpile', which is divided into three categories of warhead readiness. These are the active service, whereby weapons are fully operational and are maintained on standby with their delivery systems. The 'hedge' stockpile consists of fully operational weapons, or those which can be returned to operational status at short notice, but are kept in storage away from their delivery systems. At present there

are no weapons assigned to this category. Finally there is the inactive reserve, where weapons are kept basically intact, but not in operational condition. At present some 350 W84 cruise missile warheads are held in the inactive reserve. The active stockpile is composed of approximately 5,500 warheads fitted to the ICBM fleet. In addition there are a number that are air launched including the B53 Mod-1 with 50 in service, the B61 of various sub-types, with 1,350 operational, the W80 cruise missile warhead numbering approximately 1,400, and 650 B-83s. These are rarely seen, as they are held in high security bunkers which are almost certainly underground. Two units which occasionally fly training missions with dummy nuclear weapons are the 57th Wing at Nellis AFB, Nevada, and the 46th Test Wing at Eglin AFB, Florida.

The production of new warheads was halted in 1989, and no new weapons have been produced since. However there has been an ongoing program to upgrade existing weapons, including the B61, with a low rate of re-manufacture. The START II treaty is intended to reduce the stockpile to 3000-3500. Primarily START II should see a reduction in the number of air launched nuclear weapons, as well as a decrease in the amount of ICBMs. The quantity of sea-launched W80 cruise missiles with the Navy will likely also be affected.

57th FW F-15E Strike Eagle 88-1677 'WA' departing Nellis AFB, Nevada, armed with a pair of orange dummy B-61 nuclear weapons. The aircraft also has the two podded LANTIRN system attached. Bob Archer



Tail Codes



The USAF introduced tail codes, or Distinctive Unit Aircraft Identification Markings as they are officially known, in 1967 during the Vietnam War. Many of the large contingent of tactical aircraft assigned to the theater carried unit markings, although the introduction of camouflage rendered identification difficult. With so many aircraft from dozens of different units, it was decided to apply two letter identifiers as a visual aid. The first confirmed usage was by the 433rd TFS, 8th TFW at Ubon RTAFB, Thailand in January 1967 which applied 'FG' to its F-4Cs. The six other squadrons assigned to the wing also adopted codes commencing with the letter F. Around the same time the 366th TFW at Da Nang initiated a modified version by adopting a similar system to that used by the South Vietnamese Air Force. This involved each squadron being allocated a single letter, with a second letter being assigned to the individual aircraft. The wing's three squadrons consisted of the 389th, 390th and 480th TFSs which carried codes within the range AA to AZ, BA to BZ and CA to CZ respectively. This system lasted for most of 1967, with PACAF choosing to adopt a command-wide code allocation based on that used by the 8th TFW.

The Air National Guard began using tail codes later in 1968 when 13 units were mobilized. The application of camouflage schemes to tactical units across the Air Force resulted in other commands

adopting tail codes. TAG, USAFE, and the reserves applied these to their tactical squadrons, resulting in hundreds of tail codes being allocated. In many cases the code related to the name of the base, or the state in which the unit was located. On 1 April 1972 the Air Force issued order AFM66-1 which brought the tail code system into line with the allocation of aircraft at Wing level. This order changed the allocation to a single code for each wing, although reserve units continued to allocate codes to squadrons which were separated from the parent unit. In 1986 Air Training Command adopted tail codes. The system has proved successful and is still in widespread use.

In the list which follows, only those tail codes actually being worn by squadrons on 1 January 2000 are shown. Some units have a code allocated but choose instead to decorate their aircraft with flamboyant tail markings, these being most notably with the ANG. Reserve tactical airlift aircraft also displayed tail codes for much of the 1990s. However their gaining command was transferred from Air Combat Command to Air Mobility Command in April 1997. This resulted in the squadrons being ordered to switch from the ACC system of tail codes to the adoption of a stylized fin stripe. However the replacement of the tail code system has been slow to be adopted, with some units retaining the former until

their aircraft are sent for major overhaul and repainting. Therefore a number of reserve airlift units are still displaying tail codes on their C-130s, although these will gradually disappear. An asterisk appears alongside the aircraft type to indicate that these aircraft will have their tail codes removed eventually; these are being decorated with a colorful tail stripe containing the name of their home station or squadron nickname. Currently there are approximately 100 different tail codes applied to operational units or those with a ground training role. All are two letter codes apart from the 351st ARS, 100th ARW at RAF Mildenhall which has the single letter 'D' on a black rectangle, which was the tail marking carried by their B-17s during the Second World War. In addition the 645th Materiel Squadron at Palmdale Airport displays D4 as its tail code for the unit's pair of C-130s. The code refers to the period when the aircraft were assigned to Detachment 4, located at Ontario Airport, California, for ongoing development with Lockheed Martin.

The 119th FS, New Jersey ANG at Atlantic City was until fairly recently an air defense squadron. However the unit added the ground attack role, and in the process adopted tail code 'AC' as seen on F-16C 83-1138. Brian Rogers

Code	Squadron	Wing	Command	Base	Type
D	351st ARS	100thARW	USAFE	RAF Mildenhall, UK	KC-135R
AC	119th FS	177thFW	ANG	Atlantic City Apt, NJ	F-16C/D
AK	19th FS	3rd Wing	PACAF	ElmendorfAFB,AK	F-15C/D
	54th FS	3rd Wing	PACAF	ElmendorfAFB,AK	F-15C/D
	90th FS	3rd Wing	PACAF	ElmendorfAFB,AK	F-15E
	517th AS	3rd Wing	PACAF	ElmendorfAFB,AK	C-130H
	detl	3rd Wing	PACAF	ElmendorfAFB,AK	C-12F/J
	962nd AACs	3rd Wing	PACAF	ElmendorfAFB,AK	E-3B/C
	144th AS	176th Wing	ANG	Anchorage IAP, AK	C-130H*
	210thRQS	176th Wing	ANG	Anchorage IAP, AK	HC-130P, HH-60G
	detl	176th Wing	ANG	Eleison AB, AK	HH-60G
	18thFS	354th FW	PACAF	Eielson AFB, AK	F-16CG/DG
	355th FS	354th FW	PACAF	Eielson AFB, AK	OA/A-10A
	510thFS	31stFW	USAFE	Aviano AB, Italy	F-16CG/DG
	555th FS	31stFW	USAFE	Aviano AB, Italy	F-16CG/DG
AZ	148thFS	162ndFW	ANG	Tucson IAP, AZ	F-16A/B
	152ndFS	162ndFW	ANG	Tucson IAP, AZ	F-16C/D,F-16CG/DG
	195thFS	162ndFW	ANG	Tucson IAP, AZ	F-16A/B
	ANG/AFRCTC	162ndFW	ANG	Tucson IAP, AZ	F-16C/D
BB	1stRS	9th RW	ACC	Beale AFB, CA	T-38A, U-2S, TU-2S
	5th RS	9th RW	ACC	Osan AB, South Korea	U-2S
	99th RS	9th RW	ACC	Beale AFB, CA	U-2S
	detl	9th RW	ACC	RAF Akrotiri, Cyprus	U-2S
	OL-FR	9th RW	ACC	Istres, France	U-2S
	OL-CH	9th RW	ACC	Prince Sultan AB, Saudi Arabia	U-2S
BC	172ndFS	110thFW	ANG	Wm Kellogg Apt, MI	OA/A-10A
BD	47th FS	91 7th Wing	AFRC	Barksdale AFB, LA	OA/A-10A
	93rd BS	91 7th Wing	AFRC	Barksdale AFB, LA	B-52H
CA	129thRQS	129th ROW	ANG	Moffett Fed Apt, CA	HC-130P, HH-60G - code allocated but not applied
CB	37th FTS	14thFTW	AETC	Columbus AFB, MS	T-37B
	41stFTS	14thFTW	AETC	Columbus AFB, MS	T-37B
	48th FTS	14thFTW	AETC	Columbus AFB, MS	T-1A
	49th FTS	HthFTW	AETC	Columbus AFB, MS	AT-38B
	50th FTS	14thFTW	AETC	Columbus AFB, MS	T-38A

F-15C 85-0115 'AK' of the 54th FS, 3rd Wing based at Elmendorf AFB, Alaska. Bob Archer





The 58th Fighter Squadron commander has F-15C 85-0102 'EG' with three green stars on the nose to signify this aircraft became a triple killer during 'Desert Storm'. An Iraqi MiG-23 was destroyed on 29 January 1991, followed on 7 February 1991 by a pair of Iraqi Sukhoi Fighters. Steve Hill/Mil-Slides

CC	428th FS	27th FW	ACC	Cannon AFB, NM	F-16C/D
	522nd FS	27th FW	ACC	Cannon AFB, NM	F-16C/D
	523rd FS	27th FW	ACC	Cannon AFB, NM	F-16C/D
	524th FS	27th FW	ACC	Cannon AFB, NM	F-16C/D
CI	11 5th AS	146th AW	ANG	Channel Islands ANGB, CA	C-130E*
CO	120thFS	140th Wing	ANG	Buckley ANGB, CO	F-16C/D
CT	118thFS	103rdFW	ANG	Bradley IAP, CT	OA/A-10A
DC	121stFS	113th Wing	ANG	Andrews AFB, MD	F-16C/D
DM	41st ECS	355th Wing	ACC	Davis-Monthan AFB, AZ	EC-130H
	42nd ACCS	355th Wing	ACC	Davis-Monthan AFB, AZ	EC-130E
	43rd ECS	355th Wing	ACC	Davis-Monthan AFB, AZ	EC-130H
	354th FS	355th Wing	ACC	Davis-Monthan AFB, AZ	OA/A-10A
	357th FS	355th Wing	ACC	Davis-Monthan AFB, AZ	OA/A-10A
	358th FS	355th Wing	ACC	Davis-Monthan AFB, AZ	OA/A-10A
DR	305th RQS	939th RQW	AFRC	Davis-Monthan AFB, AZ	HH-60G
DY	9th BS	7th BW	ACC	Dyess AFB, TX	B-1B
	13thBS	7th BW	ACC	Dyess AFB, TX	B-1B
	28th BS	7th BW	ACC	Dyess AFB, TX	B-1B
D4	645th MATS	nil	AFMC	Palmdale Apt, CA	NC-130E, EC-130H
ED	41 0th FITS	412thTW	AFMC	Edwards AFB, CA	YF-117A, F-117A
	41 1th FITS	412thTW	AFMC	Edwards AFB, CA	F-22A
	41 6th FITS	412thTW	AFMC	Edwards AFB, CA	F-16A/B/C/D
	41 8th FITS	412thTW	AFMC	Edwards AFB, CA	C-17A, NT-39A/B
	41 9th FITS	412thTW	AFMC	Edwards AFB, CA	B-1, B-52H
	445th FITS	412thTW	AFMC	Edwards AFB, CA	F-15A/B/C/D/E, UH-1N.T-38A
EF	111thFS	147thFW	ANG	Ellington Field, TX	F-16C/D
EG	58th FS	33rd FW	ACC	Eglin AFB, FL	F-15C/D
	60th FS	33rd FW	ACC	Eglin AFB, FL	F-15C/D
EL	37th BS	28th BW	ACC	Ellsworth AFB, SD	B-1B
	77th BS	28th BW	ACC	Ellsworth AFB, SD	B-1B
EN	88th FTS	80th FTW	AETC	Sheppard AFB, TX	T-37B, T-38A, AT-38B
	89th FTS	80th FTW	AETC	Sheppard AFB, TX	T-37B
	90th FTS	80th FTW	AETC	Sheppard AFB, TX	T-38A, AT-38B
ET	39th FITS	46th TW	AFMC	Eglin AFB, FL	OA/A-10A, F-16A/B/C/D
	40th FLTS	46th TW	AFMC	Eglin AFB, FL	F-15A/B/C/D/E, UH-1N
FC	36th RQF	336th TG	AETC	Fairchild AFB, WA	UH-1N
FE	37th HF	90th SPW	AFSPC	F E Warren AFB, WY	UH-1N
FF	27th FS	1stFW	ACC	Langley AFB, VA	F-15C/D
	71stFS	1stFW	ACC	Langley AFB, VA	F-15C/D
	94th FS	1stFW	ACC	Langley AFB, VA	F-15C/D



A-10A 79-0177 of the 46th Test Wing at Eglin AFB, Florida, with an oversized 'ET' tail code. The significance of the unusual markings on the forward fuselage is unknown. Steve Hill/Mil-Slides

Code	Squadron	Wing	Command	Base	Type
FL	39th RQS	920th RQG	AFRC	Patrick AFB, FL	HC-130N/P
	301stRQS	920th RQG	AFRC	Patrick AFB, FL	HH-60G
FM	93rd FS	482nd FW	AFRC	Homestead AFB, FL	F-16C/D
FS	184thFS	188thFW	ANG	Fort Smith RAP, AR	F-16A/B
FT	74th FS	23rd FG	ACC	Pope AFB, NC	OA/A-10A
	75th FS	23rd FG	ACC	Pope AFB, NC	OA/A-10A
FW	163ndFS	122ndFW	ANG	Fort Wayne IAP, IN	F-16C/D
GA	128thBS	nethBW	ANG	Robins AFB, GA	B-1B
HH	199thFS	154th Wing	ANG	Hickam AFB, HI	F-15A/B
	203rdARS	154th Wing	ANG	Hickam AFB, HI	KC-135R
HI	466th FS	419thFW	AFRC	Hill AFB, UT	F-16C/D
HL	4th FS	388th FW	ACC	Hill AFB, UT	F-16CG/DG
	34th FS	388th FW	ACC	Hill AFB, UT	F-16CG/DG
	421stFS	388th FW	ACC	Hill AFB, UT	F-16CG/DG
HO	7th FS	49th FW	ACC	Holloman AFB, NM	F-117A.T-38A, AT-38B
	8th FS	49th FW	ACC	Holloman AFB, NM	F-117A
	9th FS	49th FW	ACC	Holloman AFB, NM	F-117A
	20th FS	49th FW	ACC	Holloman AFB, NM	F-4F
HT	586th FLTS	46th TG	AFMC	Holloman AFB, NM	C-12J,YF-15A,AT-38B
HV	76th HF	30th SPW	AFSPC	Vandenberg AFB, CA	UH-1N
ID	190thFS	124thFW	ANG	Boise AT, Idaho	OA/A-10A
IS	56th RQS	85th Group	ACC	NAS Keflavik, Iceland	HH-60G - code allocated but not applied
JZ	122ndFS	159thFW	ANG	NAS New Orleans JRB, LA	F-15A/B, C-130H
KG	303rd FS	442nd FW	AFRC	Whiteman AFB, MO	OA/A-10A
KS	45th AS	81stTG	AETC	KeeslerAFB,MS	C-12C,C-21A
LA	11thBS	2ndBW	ACC	Barksdale AFB, LA	B-52H
	20th BS	2ndBW	ACC	Barksdale AFB, LA	B-52H
	96th BS	2ndBW	ACC	Barksdale AFB, LA	B-52H
LD	nil	IAAFA	AETC	Kelly AFB, TX	OA-37B, C-130B, F-5F, F-16B all retired airframes for ground training
LF	21stFS	56th FW	AETC	Luke AFB, AZ	F-16A/B
	61stFS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	62nd FS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	63rd FS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	308th FS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	309th FS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	310thFS	56th FW	AETC	Luke AFB, AZ	F-16C/D
	425th FS	56th FW	AETC	Luke AFB, AZ	F-16C/D

LI	102ndRQS	106thRQW	ANG	F S Gabreski IAP, NY	HC-130P, HH-60G - code allocated but not applied to helicopters
LN	492nd FS	48th FW	USAFE	RAF Lakenheath, UK	F-15E
	493rd FS	48th FW	USAFE	RAF Lakenheath, UK	F-15C/D
	494th FS	48th FW	USAFE	RAF Lakenheath, UK	F-15E
LR	302nd FS	944th FW	AFRC	Luke AFB, AZ	F-16C/D
MA	101stFS	102ndFW	ANG	OtisANGB, MA	F-15A/B
	131stFS	104thFW	ANG	Barnes MAP, MA	OA/A-10A
MD	104thFS	175thFW	ANG	Martin State Apt, MD	OA/A-10A
MF	det 2 645th MATS	nil	AFMC	Majors Field, Greenville, TX	WC-135W - code allocated but not carried
MI	107thFS	127thFW	ANG	SelfridgeANGB, MI	F-16C/D
MM	40th HF	341stSPW	AFSPC	Malmstrom AFB, MT	UH-1N
MN	109th AS	133rd AW	ANG	Minneapolis St.Paul IAP, MN	C-130H
MO	22nd ARS	366th Wing	ACC	Mountain Home AFB, ID	KC-135R
	34th BS	366th Wing	ACC	Mountain Home AFB, ID	B-1B
	389th FS	366th Wing	ACC	Mountain Home AFB, ID	F-16CJ/DJ
	390th FS	366th Wing	ACC	Mountain Home AFB, ID	F-15C/D
	391stFS	366th Wing	ACC	Mountain Home AFB, ID	F-15E
MT	23rd BS	5th BW	ACC	MinotAFB, ND	B-52H
	54th HF	91stSPW	AFSPC	MinotAFB, ND	UH-1N
MY	68th FS	347th Wing	ACC	Moody AFB, GA	F-16C/D
	69th FS	347th Wing	ACC	Moody AFB, GA	F-16C/D
	70th FS	347th Wing	ACC	Moody AFB, GA	OA/A-10A
	41stRQS	347th Wing	ACC	Moody AFB, GA	HH-60G
	71stRQS	347th Wing	ACC	Moody AFB, GA	HC-130P, C-130E
NC	156th AS	145th AW	ANG	Charlotte/Douglas IAP, NC	C-130H*
NM	188th FS	150thFW	ANG	Kirtland AFB, NM	F-16CG/DG
	150thDES	150thFW	ACC	Kirtland AFB, NM	F-16C/D
NO	706th FS	926th FW	AFRC	NAS New Orleans JRB, LA	OA/A-10A
NY	138thFS	174thFW	ANG	Syracuse-Hancock IAP, NY	F-16C/D
OF	38th RS	55th Wing	ACC	OffuttAFB, NE	RC-135UA//W, TC-135W
	45th RS	55th Wing	ACC	OffuttAFB, NE	OC-135B, RC-135S, TC-135S, WC-135C/W
	82nd RS	55th Wing	ACC	Kadena AB, Okinawa	RC-135s rotation
	95th RS	55th Wing	ACC	RAF Mildenhall UK	RC-135s rotation
OH	112thFS	180thFW	ANG	Toledo Express Apt, OH	F-16CG/DG
	162ndFS	178thFW	ANG	Springfield-Beckley MAP, OH	F-16C/D
	164th AS	179th AW	ANG	Mansfield Lahm Apt, OH	C-130H*
OK	963rd AACs	552nd ACW	ACC	Tinker AFB, OK	E-3B/C
	964th AACs	552nd ACW	ACC	Tinker AFB, OK	E-3B/C
	965th AACs	552nd ACW	ACC	Tinker AFB, OK	E-3B/C
	966th AACs	552nd ACW	ACC	Tinker AFB, OK	E-3B/C, TC-18E

TC-135W 62-4129 tail code 'OF' is one of two trainer aircraft of the 55th Wing. Bob Archer



Code	Squadron	Wing	Command	Base	Type
OK	125thFS	138thFW	ANG	Tulsa IAP, OK	F-16CG/DG
	185th AS	137th AW	ANG	Will Rogers World, AP, OK	C-130H*
OS	25th FS	51stFW	PACAF	Osan AB, South Korea	OA/A-10A
	36th FS	51stFW	PACAF	Osan AB, South Korea	F-16CG/DG
	55th ALF	51stFW	PACAF	Osan AB, South Korea	C-12J
OT	85th T&ES	53rd Wing	ACC	Eglin AFB, FL	A-10A, F-15C/D, F-15E, F-16C/D
	detl	53rd Wing	ACC	Holloman AFB, NM	F-117A
	422nd T&ES	53rd Wing	ACC	NellisAFB, NV	OA/A-10A, F-15C, F-15E, F-16C/D, HH-60G
PA	103rdFS	111thFW	ANG	Willow Grove JRB, PA	OA/A-10A
PD	303rd RQS	939th RQW	AFRC	Portland IAP, OR	HC-130P, C-130E
	304th RQS	939th RQW	AFRC	Portland IAP, OR	HH-60G
RA	99th FTS	12thFTW	AETC	Randolph AFB, TX	T-1A
	435th FTS	12thFTW	AETC	Randolph AFB, TX	AT-38B
	559th FTS	12thFTW	AETC	Randolph AFB, TX	T-37B
	560th FTS	12thFTW	AETC	Randolph AFB, TX	T-38A
	562nd FTS	12thFTW	AETC	Randolph AFB, TX	T-43A
	3rd FTS	12thFTW	AETC	Hondo MAP, TX	T-3A
RG	339th FITS	78th ABW	AFMC	Robins AFB, GA	F-15A/E
RI	143rd AS	143rd AW	ANG	Quonset State Apt, RI	C-130E*
RS	37th AS	86th AW	USAFE	Ramstein AB, Germany	C-130E
SA	182ndFS	149thFW	ANG	Kelly AFB, TX	F-16C/D
SC	157thFS	169thFW	ANG	McEntire ANGB, SC	C-130H
SI	170thFS	183rdFW	ANG	Capital MAP, Springfield, IL	F-16C/D
SJ	333rd FS	4th FW	ACC	Seymour Johnson AFB, NC	F-15E
	334th FS	4th FW	ACC	Seymour Johnson AFB, NC	F-15E
	335th FS	4th FW	ACC	Seymour Johnson AFB, NC	F-15E
	336th FS	4th FW	ACC	Seymour Johnson AFB, NC	F-15E
SL	110thFS	131stFW	ANG	Lambert-St.Louis IAP, MO	F-15A/B, C-26B
SP	22nd FS	52nd FW	USAFE	Spangdahlem AB, Germany	F-16CJ/DJ
	23rd FS	52nd FW	USAFE	Spangdahlem AB, Germany	F-16CJ/DJ
	81stFS	52nd FW	USAFE	Spangdahlem AB, Germany	OA/A-10A
ST	nil	82nd TG	AETC	Sheppard AFB, TX	GA-10A, GYA-10A, GC-130B/E, GF-15A/B, GF-16A/B/C, GUH-1F, GCH-53A, GT-38A, GAT-38B
SW	55th FS	20th FW	ACC	Shaw AFB, SC	F-16CJ/DJ
	77th FS	20th FW	ACC	Shaw AFB, SC	F-16CJ/DJ
	78th FS	20th FW	ACC	Shaw AFB, SC	F-16CJ/DJ
	79th FS	20th FW	ACC	Shaw AFB, SC	F-16CJ/DJ
TD	82nd ATS	53rd Wing	ACC	Tyndall AFB, FL	QF-4E/G, QRF-4C
TF	457th FS	301stFW	AFRC	NAS Fort Worth JRB, TX	F-16C/D
TH	113thFS	181stFW	ANG	Hulman Region Apt, IN	F-16C/D
TY	1stFS	325th FW	AETC	Tyndall AFB, FL	F-15C/D
	2ndFS	325th FW	AETC	Tyndall AFB, FL	F-15C/D
	95th FS	325th FW	AETC	Tyndall AFB, FL	F-15C/D
VA	149thFS	192ndFW	ANG	Byrd Field/Richmond IAP, VA	F-16C/D
VN	8th FTS	71stFTW	AETC	Vance AFB, OK	T-37B
	25th FTS	71stFTW	AETC	Vance AFB, OK	T-38A, AT-38B
	32nd FTS	71stFTW	AETC	Vance AFB, OK	T-1A
	33rd FTS	71stFTW	AETC	Vance AFB, OK	T-37B



Tail code 'SP' along with '81 FS' for the unit commander on OA-10A 81-0954 At Spangdahlem February 2000. Bob Archer

'OF' on recently modified RC-135W 62-4125 of the 55th Wing based at Offutt AFB. Bob Archer

Tail code 'ID' on A-10A 81-0955 of the 190th FS, Idaho ANG. Peter Rolt



53rd Wing A-10A 79-0171 'OT' assigned to the 422nd Test and Evaluation Squadron at Nellis AFB, Nevada. Although the parent wing is located at Eglin AFB, Florida, the 422T&ES is stationed at Nellis. Peter Rolt

The Air Force has a much reduced aggressor role, with just the 414th CTS, 57th Wing at Nellis AFB, Nevada, flying this mission, the unit has a small number of F-16Cs, and F-16D 91-0470 'WA'. Peter Rolt

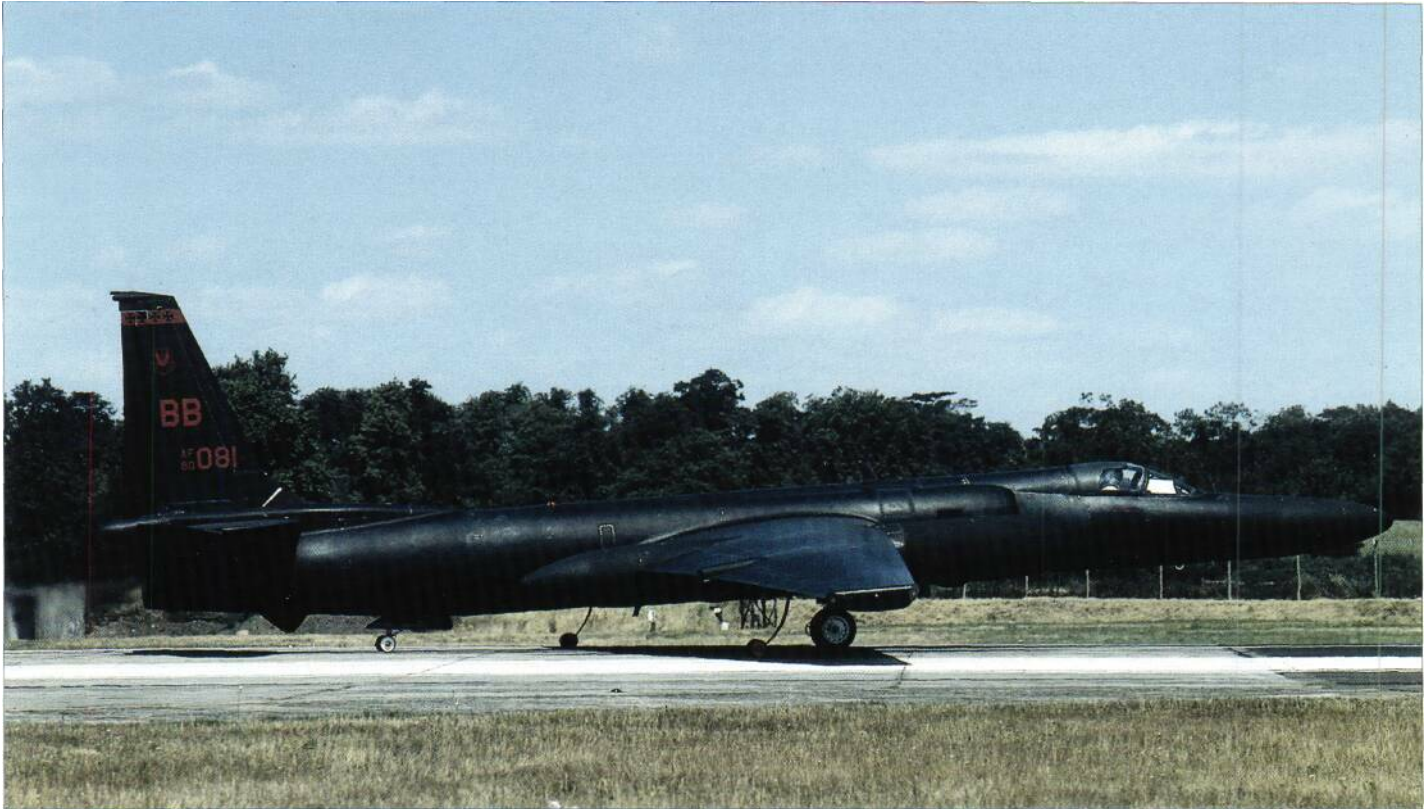


Code	Squadron	Wing	Command	Base	Type
WA	Cmbt Res Sch	57th Wing	ACC	NellisAFB, NV	HH-60G
	11thRS	57th Wing	ACC	Indian Springs AFAF, NV	RQ-1A
	15thRS	57th Wing	ACC	Indian Springs AFAF, NV	RQ-1A
	66th RQS	57th Wing	ACC	NellisAFB, NV	HH-60G
	414thCTS	57th Wing	ACC	NellisAFB, NV	F-16C/D
	FWSA-10Div	57th Wing	ACC	NellisAFB, NV	OA/A-10A
	FWSF-15Div	57th Wing	ACC	NellisAFB, NV	F-15C/D
	FWSF-15EDiv	57th Wing	ACC	NellisAFB, NV	F-15E
	FWSF-16Div	57th Wing	ACC	NellisAFB, NV	F-16C/D
WE	82nd ATS	53rd Wing	AETC	Tyndall AFB, FL	E-9A
WG	327th AS	913th AW	AFRC	NAS Willow Grove JRB, PA	C-130E
WI	176thFS	115thFW	ANG	Dade Cty RAP, WI	F-16C/D
WM	325th BS	509th BW	ACC	Whiteman AFB, MO	B-2A
	393rd BS	509th BW	ACC	Whiteman AFB, MO	B-2A
	394th CTS	509th BW	ACC	Whiteman AFB, MO	T-38A
WP	35th FS	8th FW	PACAF	Kunsan AB, South Korea	F-16CJ/DJ
	80th FS	8th FW	PACAF	Kunsan AB, South Korea	F-16CJ/DJ
WR	12thACCS	93rd ACW	ACC	Robins AFB, GA	E-8C
	16thACCS	93rd ACW	ACC	Robins AFB, GA	E-8C
	93rd TRS	93rd ACW	ACC	Robins AFB, GA	TE-8A
WV	130th AS	130th AW	ANG	Yeager Apt, WV	C-130H*
	167th AS	167th AW	ANG	Eastern WV Regional AP, WV	C-130H*
WW	13thFS	35th FW	PACAF	Misawa AB, Japan	F-16CG/DG
	14thFS	35th FW	PACAF	Misawa AB, Japan	F-16CG/DG
WY	187th AS	153rd AW	ANG	Cheyenne MAP, WY	C-130H*
YJ	39th AS	374th AW	PACAF	Yokota AB, Japan	C-130E
XL	84th FTS	47th FTW	AETC	Laughlin AFB, TX	T-37B
	85th FTS	47th FTW	AETC	Laughlin AFB, TX	T-37B
	86th FTS	47th FTW	AETC	Laughlin AFB, TX	T-1A
	87th FTS	47th FTW	AETC	Laughlin AFB, TX	T-38A
XP	180th AS	139th AW	ANG	Rosecrans Memorial AP, MO	C-130H*
ZZ	12thFS	18th Wing	PACAF	Kadena AB, Okinawa	F-15C/D
	33rd RQS	18th Wing	PACAF	Kadena AB, Okinawa	HH-60G
	detI	18th Wing	PACAF	Osan AB, South Korea	HH-60G
	44th FS	18th Wing	PACAF	Kadena AB, Okinawa	F-15C/D
	67th FS	18th Wing	PACAF	Kadena AB, Okinawa	F-15C/D
	909th ARS	18th Wing	PACAF	Kadena AB, Okinawa	KC-135R
	detI	18th Wing	PACAF	Andersen AFB, Guam	KC-135R
	961stAACs	18th Wing	PACAF	Kadena AB, Okinawa	E-3B/C

A trio of 47th FTW T-37Bs visiting Nellis AFB, Nevada in June 1999. Brian Rogers



Active US Air Force Bases



The US Air Force operates more than 60 Air Force Bases within the continental United States and Alaska, and a further 14 overseas. The Air Force Bases, airports and other facilities with a flying mission which are currently active are presented here in three separate sections. The first section details all major active duty installations in the USA and Alaska. The second section covers major bases overseas which house USAF flying units or provide support to transient or regularly deployed USAF aircraft. The third and final section details Air National Guard and Air Force Reserve Command facilities.

The location shown for each facility is a guide, and it is therefore advisable to refer to a map of the relevant state for exact details, as bases and airports are normally clearly indicated. With the exception of the Air Force Academy, which reports directly to USAF Headquarters, each base is allocated to one of the major commands. Every base is administered by a numbered wing, which also acts as the host unit. The Air Force has implemented the one base, one wing concept where possible to streamline the structure of each base. However there are still many instances of facilities where more than one wing is in residence, particularly the larger bases which are administered by an Air Base Wing, freeing the operational unit to concentrate on their prescribed mis-

sion. A large number of bases have tenant units and organisations in residence, which are supported by the host to provide air traffic, security, engineering and all aspects necessary for these units to function effectively. Finally brief details of the evolution of each base are presented along with some of the former major units which have been operational.

Major active duty bases in Continental USA and Alaska

Altus AFB, Oklahoma

Location: In the north eastern suburbs of Altus

Major Command: AETC

Host Unit: 97th AMW C-5A, C-17A, KC-135R

Tenant Units: None

The facility was originally known as AAF Advanced Flying School, Altus when opened in 1942. Was a training base for twin-engined aircraft assigned to the AAF Gulf Coast Training Center. Closed after the Second World War and placed in temporary inactive status until 8 January 1953 when reopened for Tactical Air Command housing the 63rd Troop Carrier Wing flying the C-119 and C-124. Renamed Altus

U-2R 80-1081 'BE' of the 9th RW based at Beale AFB, California about to launch. Bob Archer

AFB on 3 March 1953. Transferred to SAC in June 1954 with the 96th BW in residence flying the KC-97 and later the B-47. Other SAC units were stationed at Altus AFB, including the 11th Air Refueling Squadron which continued in residence until October 1994. Base was transferred to Military Airlift Command as the primary airlift training facility in July 1968. 443rd Military Airlift Wing moved here from Tinker AFB, Oklahoma on 5 May 1969 with the C-141 and added the C-5. 443rd MAW inactivated when replaced by the 97th Air Mobility Wing on 1 October 1992 as the primary AETC airlift training unit.

Andrews AFB, Maryland

Location: Eight miles east of Washington DC

Major Command: AMC

Host Unit: 89th AW VC-9C, C-12D, C-20B/C/H, VC-25A, C-32A, C-37A, C-137C, UH-1N

Tenant Units: 457th AS (AMC) C-21 A; 113th Wing/DC ANG F-16C/D, C-21 A, C-22B, C-38A; 459th AW (AFRC) C-141C, as well as a Naval Air Facility and a Marine Corps Reserve Group.

Previously known as Camp Springs Air Base from September 1942, and Andrews Field from 7 February 1945. Assigned to Continental Air Force from April 1945 (redesignated SAC in March 1946). Became Andrews AFB on 24 June 1948 and transferred to the Military Air Transport Service on 16 November 1948. Reassigned to Boiling Field Command on 8 April 1949, and back to MATS on 1 August 1952. Served as Army Air Force headquarters base with secondary mission for fighter and bomber training. Used for B-25 training during the Korean war. Returned to Boiling Field Command on 1 October 1957, which was redesignated Headquarters Command on 17 March 1958. Headquarters Air Research and Development Command (later Air Force Systems Command) moved to Andrews AFB on 24 June 1958. 1254th Air Transport Wing activated in July 1961 with VIP fleet, redesignated 89th MAW on 8 January 1966. National Emergency Airborne Command Post EC-135s located in July 1969. Absorbed into Military Airlift Command on 1 July 1976. 76th MAW in residence between September 1977 and December 1980.

Barksdale AFB, Louisiana

Location: In southeast suburbs of Bossier City

Major Command: ACC

Host Unit: 2nd BW B-52H

Tenant Units: 8th Air Force (ACC); Det.2/USAFWS; 57th Wing (ACC); 917th Wing (AFRC) O/A-10A, B-52H

Constructed beginning in 1931 and opened in October 1932 with pursuit and attack aircraft in residence. Light bombers assigned in 1939 and developed as an Air Corps school in 1940. Trained replacement crews for entire units between 1942 and 1945. Base upgraded for strategic bombers of the 47th BW in 1948, with assignment to SAC in 1949. Additional parking areas constructed for B-47 and KC-97 operations in 1953. First B-52s arrived in 1960, with alert facilities constructed. Base housed Continental Air Command (later Air Force Reserve) troop carrier units flying the C-124. Currently home to Headquarters Eighth Air Force and is the main USAF B-52 base, with three active duty and one reserve squadrons including one dedicated to replacement training. Housed KC-135 tankers and later two squadrons of KC-10s until these were relocated.

Beale AFB, California

Location: 13 miles east of Marysville

Major Command: ACC

Host Unit: 9th RW U-2S/TU-2S, T-38A.

Tenant Units: 940th ARW (AFRC) KC-135E

Base named Camp Beale after Brig Gen Edward Fitzgerald Beale, the founder of the US Army Camel Corps. Used as an Army bombing and gunnery range until transferred to the USAF in April 1951. Was headquarters of Aviation Engineering Force from 1952 until 1956 when the base became dormant until 1959. KC-135s of the 4126th Strategic Wing assigned from July 1959. Titan I ICBM missile sites began construction in September 1962 with missiles housed from 1965 until 1968. B-52s in residence from 1963 until 1975. Became major recon-

naissance facility in 1966 with the arrival of the SR-71. Ten years later the U-2 was added centralising Stateside-based high altitude reconnaissance operations at one location. PAVE PAWS missile detection system opened at Beale in July 1979. SR-71 operations ceased in 1990 followed by the KC-135Q in 1993.

Boiling AFB, District of Columbia

Location: Alongside the Potomac River, three miles south of the US Capital

Major Command: Direct reporting

Host Unit: 11th Wing with no flying component

Tenant Units: None

One of the oldest flying facilities in the United States, Boiling opening in October 1917. Was located where the Anacostia and Potomac Rivers meet, until November 1937 when the site moved a short distance to the south. Proficiency flying performed for personnel in the Washington area. Was a protective base for Washington DC and later a training facility for combat organisations. Operated VIP transportation until this mission moved to Andrews AFB. Flying operations sharply reduced between 1945 and 1950, with mission changing to administration and support in July 1962. Helicopter operations continued until 7 September 1968 when all flying ceased. Houses USAF band and honor guard, along with other functions relevant to Headquarters of the Air Force.

Brooks AFB, Texas

Location: In the southeast suburbs of San Antonio

Major Command: AFMC

Host Unit: 311th Human Systems Wing with no flying mission

Tenant Units: USAF School of Aerospace Medicine (AFMC)

Known as Gosport Field prior to 1917, the facility was renamed Signal Corps Aviation School, Kelly Field #5 in December 1917 and Brooks Field in February 1918. Housed a balloon and airship school between 1919 and 1923, before changing to a primary flying school until 1931. Observation squadrons based from 1931 until 1940 when the base became a center for observation training. Air Corps Advanced Flying School in residence from January 1941. School of Aviation Medicine transferred from Randolph AFB, becoming a component of the USAF Aerospace Medical Center in October 1959. Flying activity ceased in June 1960. Base has concentrated on aerospace medical research and all activities associated with aviation medicine.

Cannon AFB, New Mexico

Location: Seven miles west of Clovis

Major Command: ACC

Host Unit: 27th FW F-16CG/DG

Tenant Units: None

Station was known as Army Air Base, Clovis and later Clovis Army Field and Air Force Base, before assuming its present title in June 1957. Used to train heavy bombardment, weather and reconnaissance personnel between 1942 and 1945. Was a processing

center for personnel leaving the service during 1945 and 1946. Under SAC control from March 1946, and ATC from April 1950. Used by the Air National Guard in 1951 and 1952, under TAG control from July 1951. TAG fighter base from 1953 onwards, initially with the F-86F. An air-to-ground gunnery range completed nearby in May 1953. Housed the F-100 and later the F-111 before becoming an F-16 base.

Charleston AFB, South Carolina

Location: Ten miles north of Charleston city

Major Command: AMC

Host Unit: 437th AW C-17A, C-141B

Tenant Units: 315th AW (AFRC Associate) with no aircraft assigned

Opened as Charleston Municipal Airport in August 1942 before becoming an Army Air Base and Army Air Field. Changed to an Air Force Base in June 1953. A training site for B-17 and B-24 crews operated by Air Service Command. C-54 training also carried out. Under Air Transport Command control until April 1946. To TAG in April 1952 with the 456th Troop Carrier Wing in residence flying the C-119. To MATS in March 1955 with the 1608th Air Transport Wing assigned, redesignated as the 437th MAW in January 1966. Base was a C-54 terminus for flights to Europe and the Near East during the 1950s. Operated the C-124 and later the C-130E, before receiving the C-141 A. C-5s in residence from 1970 until 1973. Became the first operational C-17 base in June 1993. Housed the C-141B Special Operations Low Level aircraft until July 1999 when the mission began to be transferred to McGuire AFB.

Columbus AFB, Mississippi

Location: Ten miles northwest of Columbus

Major Command: AETC

Host Unit: 14th FTW T-1A, T-37B, T-38A, AT-38B

Tenant Units: 43rd FTS (AFRC Associate) no aircraft assigned

Established in 1941 as Air Corps Advanced Flying School, Columbus and changing name several times before becoming an Air Force Base in June 1948. Performed flying training during the Second World War, and served as a contract flying school for primary and basic flying training during the Korean War under ATC. Primary flying training continued until 1955 when base transferred to SAC for B-52 operations, initially with the 4228th Strategic Wing and later the 454th Bombardment Wing. Bomber operations ceased in 1969 when based returned to ATC control. 3650th Pilot Training Wing in residence, later redesignated as the 14th FTW.

Davis-Monthan AFB, Arizona

Location: To the southeast of Tucson, within the city limits

Major Command: ACC

Host Unit: 355th Wing O/A-10A, EC-130E/H

Tenant Units: 12th Air Force (ACC); 305th RQS (AFRC) HH-60G; AMARC (AFMC)

Named Davis-Monthan Landing Field when opened in November 1925, and renamed Tucson Municipal Airport in October 1927. Retitled Davis-Monthan

Field when acquired by the War Department in December 1941. Was a B-24 training base until December 1944 when B-29s were in residence. Late in 1945 became the largest of several storage facilities, housing war surplus B-29s and C-47s. Runways and infrastructure extended for strategic bomber operations, including the B-50 and later the B-47. Base under SAC control from March 1946. Was a Titan II missile site from May 1960. Stored surplus US Air Force aircraft, becoming the Military Aircraft Storage and Disposition Center (MASDC). The new title was formed to enable the Army to use the facility from 1965, followed by the US Coast Guard in 1967 and later in the year the Navy. Base became a center for drone operations with both SAC and TAG. Base also housed U-2 operations. In 1976 the base was transferred to TAG, with the U-2s relocating, and the SAC drone operations and their DC-130s motherships joining the command. 355th TFW formed in 1971 as the controlling unit, conducting F-4, A-7 and later A-10 aircrew training. Added EC-130E ABCCC and EC-130H Compass Call mission subsequently. MASDC refilled the Aerospace Maintenance and Regeneration Center in October 1985.

Dover AFB, Delaware

Location: Three miles southeast of Dover

Major Command: AMC

Host Unit: 436th AW C-SA/B

Tenant Units: 512th AW (AFRC Associate)

with no aircraft assigned

Opened in 1941 as the Municipal Airport, Dover Air-drome, and had several Army titles before becoming an Air Force Base in January 1948. Was a SAC base until transferred to TAG in 1946. Joined Continental Air Command in December 1948. Was a satellite of Camp Springs AAFId, Maryland during 1943 and 1944 before being placed in temporary inactive status in 1946. Returned to active status in August 1950 and transferred to ADC in 1951 for air defense duties. Reassigned to MATS in April 1952. 1607th ATW formed in January 1954 as the major unit operating the C-54 and later the C-124. The C-133A joined the wing in August 1957. Base began C-141A operations in 1966, and the C-5A in 1971. The C-133s were retired in 1971 and C-141s reassigned in 1973 with the base operating C-5s only, although its function as an aerial port has involved considerable visiting traffic.

Dyess AFB, Texas

Location: On the southwest edge of Abilene

Major Command: ACC

Host Unit: 7th BWB-1B

Tenant Units: 317th AG (AMC) C-130H

Established as Abilene Army Air Base in December 1942, before being renamed as an Air Force Base in October 1953. Assigned to Continental Air Forces for fighter pilot training until 1946. Transferred to SAC in October 1953. Inactive until 1955 when upgraded for bomber operations with the 341st BW in residence. Became Dyess AFB in December 1956, with 96th BW forming in 1957. Atlas missiles assigned in 1960. Operated B-47s and later B-52s. C-130s in operation with the 64th TCW between 1961 and 1963, when the 516th TCW formed. Began B-1B operations in June 1985.

AFMC's best known function is the storage and reclamation of surplus aircraft. The AMARC facility at Davis-Monthan AFB has some 4,800 aircraft and helicopters in store. Bob Archer





Dyess AFB, Texas, has the 7th BW flying the B-1B as its primary unit, with the C-130Hs of the 317th AG as a tenant. Brian Rogers

F-15D 84-0046 *Glamorous Glennis* of the 445th FTS, 412th Test Wing from Edwards AFB, California, banks over the Sequoia National Forest. USAF Official



Edwards AFB, California

Location: 15 miles east of Rosamond

Major Command: AFMC

Host Unit: 412th TW flying the B-1 B, B-2A, B-52H, C-12C, C-17A, C-18B, EC-18B, NC-130H, C-130J, C-135C, EC-135E, KC-135R, NKC-135B/E, F-15A/B/C/D/E, F-16A/B/C/D, F-22A, RQ-4A, T-38A/C, NT-39A, T-39B, Air Force Test Pilots School (AFTPS)

Tenant Units: A US Marine Corps Group, and the Dryden Flight Research Center (NASA)

Originally known as Muroc (a reversal of the original settling Corum family) Lake Bombing and Gunnery Range in September 1933. Became an Air Force Base in February 1948, and was renamed Edwards AFB in December 1949. Was a bombing range for personnel under training at March Field. As Muroc Flight Test Base was the AAF's sole jet propulsion test facility from late 1942. Flight Test Center established in 1946. Expanded to evaluate rockets, and a precision bombing range. Assigned to Air Research and Development Command (later Air Force Systems Command) from April 1951. Has conducted test and development of all USAF aircraft since the late 1940s, and has expanded to accommodate manufacturers to work alongside military personnel with major new projects. Major controlling units have included the 651 Oth Air Base Wing in residence from June 1951 to October 1954, 651 Oth Test Group from July 1959 to October 1963, and 6512th Test Group (later Wing) from October 1969 to January 1973. 651 Oth Test Wing active again from March 1978 until replaced by the 412th Test Wing in October 1992. Base is administered by the 95th Air Base Wing.

Eglin AFB, Florida

Location: Two miles southwest of the twin cities of Niceville and Valparaiso

Major Command: AFMC

Host Unit: Air Armament Center, 46th TW with OA/A-10A, F-15A/B/C/D/E, F-16A/B/C/D, NC-130A, UH-1N

Tenant Units: 33rd FW (ACC) F-15C/D, 53rd Wing (ACC) A-10A, F-15C/D, F-15E, F-16C/D, Boeing 707, 55th SOS (AFSOC) MC-130P; 5th SOS (AFRC Associate) no aircraft assigned

Originally known as Valparaiso Bombing and Gunnery Base when opened in June 1935, the facility had several other titles before becoming Eglin AFB in June 1948. As its title suggests, the base was initially used as a bombing and gunnery range. Almost 400,000 acres of Choctawhatchee National Forest added in June 1940, along with construction of laboratories, ranges, and other infrastructure to enable flight test programs to be performed. Assigned to AAF Proving Ground Command in April 1942. Additional acreage added, making Eglin the second largest AAF installation (after Wendover Bombing Range, Utah). Climatic laboratory opened in 1947. Became part of Air Research and Development Command (later Air Force Systems Command) in December 1957. Eglin Gulf Test Range became operational in January 1961. USAF Special Air Warfare Center activated on 27 April 1962. Apart from its primary role as a weapons evaluation facility, Eglin AFB has housed various Rescue squadrons (48th ARRS, 44th ARRS, 55th ARRS), the 4135th SW (replaced by the 39th BW in 1963) flying the B-52G from 1959 until 1965, and from April 1965 the 33rd

TFW (later 33rd FW) with the F-4 and currently the F-15. Eglin occupies the largest acreage of any AFB in the USA. Base is administered by the 96th Air Base Wing.

Eielson AFB, Alaska

Location: 26 miles southeast of Fairbanks

Major Command: PACAF

Host Unit: 354th FW with the OA/A-10A, F-16CG/DG

Tenant Units: 168th ARW/AK ANG KC-135E; Det.1 210th RQS/AK ANG HH-60G; Arctic Survival School (AETC)

Named Mile 26 Satellite Field in December 1943, changing to Mile 26 Field four years later and Eielson AFB in January 1948. Was part of AAF Transport Command from January 1943, and briefly the Eleventh AF, which became Alaskan Air Command in December 1945. Based used for winter training for temporarily assigned units from 1947. Facilities upgraded for SAC bombers and tankers in transit. Strategic reconnaissance elements in residence at various times during the fifties. 4157th CSG (later 4157th SW) assigned in July 1960, and replaced by the 6th SW in March 1967. Operated the RC-135S 'Cobra Ball' system until July 1992 when relocated to Offutt AFB, Nebraska. Tactical elements assigned with the formation of the 343rd CW flying the A-10 in 1981. Unit replaced by the 354th FW with the F-16 added.

Ellsworth AFB, South Dakota

Location: Ten miles east of Rapid City

Major Command: ACC

Host Unit: 28th BW B-1B

Tenant Units: Det.2, 79th T&ES (ACC), Det.VUSAFWS; 57th Wing (ACC), Det.8, 372nd TS (AETC) all with no aircraft assigned

Opened as Rapid City Army Air Base in December 1941, and renamed Ellsworth AFB in June 1953. Assigned to Continental Air Forces, which was redesignated Strategic Air Command in March 1946. Constructed for heavy bomber operations, with the B-29 in residence from 1947, followed by the B-36 in 1949. The base also housed various reconnaissance types including the RB-29 and RB-36. B-52 operations began in 1957 and continued until 1986 when the base began to receive the B-1 B, with deliveries commencing the following year. Base also had the EC-135 in residence from 1965 until 1992.

Elmendorf AFB, Alaska

Location: On the northern edge of Anchorage

Major Command: PACAF

Host Unit: 3rd Wing C-12F/J, C-130H, E-3B/C, F-15C/D/E

Tenant Units: 11th Air Force (PACAF)

Entitled Elmendorf Field when established in June 1940, the base was completed in January 1941. Initially housed bomber units, and later fighter

squadrons. Base retained by the US Army until March 1951, despite having been retitled as an Air Force Base in March 1948. Facility gradually upgraded to become the major Air Force installation in Alaska. 21st Composite Wing (later Tactical Fighter Wing) formed as the major unit on 8 July 1966 with the F-102 and C-130D. Operated the C-124C from 1969 until 1974, becoming the last base to fly the type. Maintained an alert status with the F-4E from 1970 until replaced by the F-15 in 1982. 21st TFW replaced by the 3rd Wing in December 1991. Elmendorf has been a major staging base for aircraft in transit to the Far East, and has hosted cold weather trials for various weapons systems.

Fairchild AFB, Washington

Location: 12 miles southwest of Spokane

Major Command: AMC

Host Unit: 92nd ARW KC-135R/T

Tenant Units: 336th TG (AETC) UH-1N; 141st ARW/WA ANG KC-135E, C-26B

Formerly known as Galena Field, and renamed Spokane Air Depot and later Army Airfield, before becoming Fairchild AFB in November 1950. Served

For many years the 33rd FW at Eglin AFB, Florida had three squadrons of F-15C and D models, although one was inactivated, with the remaining two increasing complement. Aircraft 85-0103 'EG' was the mount of the wing commander, and carried Gulf Spirit on the nose. Bob Archer



as a supply and maintenance depot for the Pacific Northwest and Alaskan regions overhauling thousands of aircraft engines during the Second World War. Became a B-29 bomber base with the 92nd Bomb Wing assigned in November 1947. Facility upgraded to accommodate the B-36 early in 1952, and later the B-52. Had nine Atlas missile sites assigned in 1960. Housed several short term bomber units. Activated a combat survival unit in March 1966. 92nd ARW is still resident, making it one of the few major flying wings which has remained in the same location for its entire Air Force career. Base is currently one of AMC's major tanker/airlift mobility centers.

Francis E Warren AFB, Wyoming

Location: To the northwest of Cheyenne

Major Command: AFSPC

Host Unit: 90th SPW Peacekeeper and Minuteman III ICBM, UH-1N

Tenant Units: 20th Air Force (AFSPC)

Established as an Army fort in during 1867, and became Fort Francis E Warren in January 1930. Changed status from an Aviation Engineering School to a Technical School in May 1948 and became an AFB in October 1949. Under ATC from May 1947 until transferred to SAC in February 1958. An additional 9,000 acres acquired in 1957 for missile silos. 13th Bomb Wing assigned from July 1959 until July 1966. 706th Strategic Missile Wing in residence from February 1958 until July 1961 when replaced by 389th SMW. 90th SMW formed in July 1963 and eventually become major unit at the base. Base no longer has a runway and only has access for helicopter operations.

Goodfellow AFB, Texas

Location: Southeast of San Angelo

Major Command: AETC

Host Unit: 17th TW with no aircraft assigned

Tenant Units: None

Activated in December 1940 as San Angelo Air Corps Basic Flying School, and renamed Goodfellow Field soon afterwards. Became an AFB in Janu-

ary 1948. An ATC facility for most of the time subsequently. Conducted pilot training during the 1940s and 50s. 17th TW conducts training for military and government civilian personnel in intelligence career fields. Military personnel also receive fire protection and rescue training at the base. Flying operations ceased during the late '50s, apart from those performed by the 1212th Balloon Activities Squadron which was in residence until June 1963. Base no longer has a runway and therefore no flying mission.

Grand Forks AFB, North Dakota

Location: 16 miles west of Grand Forks

Major Command: AMC

Host Unit: 319th ARW KC-135R

Tenant Units: None

Base constructed for Air Defense Command in 1956 with the 478th Fighter Group in residence. 4133rd Strategic Wing formed in September 1958 with the B-52H and KC-135A. Replaced by the 319th BW in February 1963. ADC assets relocated prior to base becoming part of SAC in July 1963. 321st SMW formed in November 1964 for Minuteman II and later Minuteman III operations. Base is currently one of AMC's major tanker/airlift mobility centers.

Hanscom AFB, Massachusetts

Location: 17 miles northwest of Boston

Major Command: AFMC

Host Unit: Electronic Systems Center, 66th ABW with no aircraft assigned

Tenant Units: None

Assigned various names since opened in June 1941 including Laurence G Hanscom Field, Boston Auxiliary Field and Bedford Municipal Airport, before becoming an AFB in January 1977. Operated by Technical Service Command, and later Air Materiel Command, ADC, ARDC, and now AFMC. Operated as a test facility for radar and radio research by the Massachusetts Institute of Technology and the Harvard University. Laboratory for geophysics, electronics, nuclear and chemistry research as part of the AF Cambridge Research Center. Housed bomber squadrons during the '50s, and reserve

troop carrier units from the late '40s until the 70s. Base has no flying mission, with transient or test aircraft utilising the runway at Laurence G Hanscom state-operated airfield adjoining the facility.

Hickam AFB, Hawaii

Location: Nine miles west of Honolulu

Major Command: PACAF

Host Unit: 15th ABW C-135C/E, KC-135E, EC-135K

Tenant Units: 154th Wing/AK ANG C-130H, KC-135R, F-15A/B

Known locally as the Flying Field, Tracts A and B, near Fort Kamehameha until refilled Hickam Field in May 1935. Became an AFB in March 1948. Assigned to various organisations including the Seventh AF, Air Transport Command, MATS, FEAF, before becoming a PACAF installation in July 1957. Housed bomber and fighter units during the Second World War. Base administered by 1500th Air Transport Wing (redesignated 1500th ABW and later 6486th ABW) from June 1949 until replaced by the 15th ABW in November 1971. Hickam, due to its strategic position, has been an important staging base for air traffic crossing the Pacific Ocean, and was particularly busy during the Vietnam War. MATS and later MAC and AMC have utilized the base, with airlifters in residence throughout the 1950s and '60s. The 6594th Recovery Control Group was also stationed at Hickam from November 1959 to air snatch capsules returning to earth from space. The Group utilized the C-119 and later the JC-130. The ANG has a large facility at the base operating the F-15 exclusively for air defense of the Hawaiian islands, as well as performing airlift and aerial refueling.

Hill AFB, Utah

Location: 25 miles north of Salt Lake City

Major Command: AFMC

Host Unit: Ogden Air Logistics Center, 75th ABW F-16A/B

Tenant Units: 388th FW (ACC), F-16CG/DG, 419thFW(AFRC)F-16C/D

Constructed in 1940 as an air depot for the overhaul and repair of aircraft during the Second World War. Post-war the base was a storage site for the B-29, C-45 and C-82. Base housed bomber units during the late '40s and mid '50s. Reserve troop carrier units also in residence from mid '50s until the early '70s. Minuteman engineering test facility established in January 1966. Base also was main facility for rescue training with the 1550th ATTW in residence from April 1971 until March 1976 with the HC-130, HH-3, and HH-53. Became the first operational F-16 base in the Air Force with deliveries commencing in January 1979. Air Logistics Center expanded to encompass A-10, F-16 and some C-130 major overhauls, as well as logistics management and maintenance of Minuteman and Peacekeeper ICBMs.



A pair of 419th FW F-16Cs flying over Monument valley on a mission from their home base at Hill AFB, Utah. The aircraft are marked for the Wing and 466th FS Commanders. USAF Official

Holloman AFB, New Mexico

Location: Eight miles southwest of Alamogordo

Major Command: ACC

Host Unit: 49th FW F-117A, T-38A, AT-38B,

Tenant Units: 46th TG (AFMC) AT-38B, YF-15A, C-12J; Det.1 53rd TEG F-117A; Det.1 82nd ATS (AFMC) QF-4E/G, QRF-4C; German Air Force Tactical Training Center Tornado, F-4F

Previously known as Alamogordo Bombing and Gunnery Range when opened in May 1942, the facility became Holloman AFB in January 1948. The base was briefly under SAC until March 1947 when transferred to Air Materiel Command (later ARDC and AFSC). Facility became part of TAG in January 1971. Housed bomber squadrons on short term assignment for training prior to overseas deployment. Base became center for guided missile operations in 1947 and manager of White Sands Proving Ground Ranges in September 1952. 366th TFW formed in July 1963 before relocating to SEA in 1966. 49th TFW assigned to Holloman AFB in July 1968. Base became a Tactical Training Center in August 1977, with the 479th TAW having formed with the AT-38B in January 1977. Holloman became the home of the only operational F-117 stealth fighter unit when the type arrived in May 1992.

Hurlburt Field, Florida

Location: Five miles west of Fort Walton Beach

Major Command: AFSOC

Host Unit: 1st SOW CASA 212-200, C-1 SOE, AC-130H/U, MC-130E/H/P, UH-1N, MH-53J/M
Tenant Units: HQ Air Force Special Operations Command

Originally known as Eglin-Hurlburt Airdrome when established in 1943, before being retitled as Eglin Auxiliary Field #9 in October 1944. Despite the latter name still appearing in many documents, the base is now known as Hurlburt Field and is the only AFSOC operated facility. Base originally served as the headquarters of the Electronics Section of Air Proving Ground Command and as a radar countermeasures training facility. Very little activity post-war until the base was prepared for tactical bomber operations in 1955 with the 17th BW in residence flying the B-57 and B-66B. The 4751st ADMW with BOMARC missiles located at Hurlburt from January 1958 until July 1962 with base becoming part of ADC. Returned to TAG control with the formation of the USAF Special Air Warfare Center in 1962. At the same time the 1st Air Commando Group (later Wing) was activated to specialize and train for unconventional warfare. Base has continued with this activity subsequently.

An F-117A of the 9th FS, 49th FW during a daylight training sortie from Holloman AFB, New Mexico. Stealth pilots operate principally during the hours of darkness when the low-observable stealth characteristics are most effective.
USAF Official

Keesler AFB, Mississippi

Location: On the coast at Biloxi

Major Command: AETC

Host Unit: 81st TWC-21A

Tenant Units: 2nd Air Force (AETC), 403rd Wing (AFRC) C-130E/J, WC-130H/J

Opened in 1941 as Biloxi Air Corps Technical School, the facility became an AFB in January 1948. Was an airplane mechanical school during the Second World War. Expanded to become the principal AAF mechanical school, and eventually one of the two largest in the AAF. Numerous technical training units in residence since opening. Several C-130 units were located at Keesler beginning in 1973, including the 815th TAS (April) with the C-130A; 1st Aerial Cartographic & Geodetic Sqdn (July) flying the RC-130A; and 53rd WRS (July) with the WC-130B/E. The EC-130Es of the 7th ACCS were resident from August 1975, but relocated to Davis-Monthan AFB, Arizona subsequently. Base administered by the 3380th TAW from August 1948, until replaced by the 81st TW in July 1993. The base conducts training for C-21 crews through the 45th Airlift Squadron, 81st Training Group, part of the 81st TW.

Kelly AFB, Texas

Location: Five miles southwest of San Antonio

Major Command: AFMC

Host Unit: San Antonio Air Logistics Center,

76th ABW no aircraft assigned

Tenant Units: 433rd AW (AFRC) C-5A; 149th FW/TX ANG F-16C/D; Inter-American Air Forces Academy, with various training airframes

The oldest continually active air base in the United States, having been established in November 1916 as Aviation Camp at Fort Sam Houston. Became Kelly Field soon after, and was retitled as an AFB in January 1948. Kelly was assigned to various training organisations, until July 1944 when AAF Materiel and Services assumed control. The AAFM&S eventually became AMC and AFLC in April 1961. Dozens of Aero Squadrons were trained here before assignment to Europe during the First World War. Bomber,

Transport and Pursuit squadrons were located subsequently, with the base expanding to accommodate the San Antonio Air Service Command for overhaul and repair in 1943. Post-war the base housed air transport units, including the 1700th Air Transport Group which specialized in evaluation of turboprop designs fitted to trials aircraft including the C-97, C-121, and C-131. Active duty and reserve airlift units were in residence during the 1950s, '60s and 70s. The San Antonio Air Logistics Center conducted major overhaul on the B-52 and C-5 although these were reallocated to other ALCs, with just logistics management and procurement being carried out at present for various types. This function will relocate also before the ALC closes in July 2001. Boeing has established an overhaul facility for the KC-10, C-17 and KC-135 within part of the vacated ALC complex.

Kirtland AFB, New Mexico

Location: In the southeast suburbs of Albuquerque

Major Command: AFMC

Host Unit: 377th Air Base Wing with no aircraft assigned

Tenant Units: 58th SOW (AETC) MC-130N/P, UH-1N, MH-53J, TH-53A, HH-60G; Det.2, 452nd FLTS, 412th TW (AFMC) NKC-135B/E, C-135E; AF Operational Test and Evaluation Center (AFMC); 188th FW/NM ANG F-16CG/DG, C-26B

Designated as Albuquerque Army Air Base when opened in 1941. Assigned to various commands and numbered Air Forces before joining Air Materiel Command in December 1946, Special Weapons Command in December 1949, ARDC in April 1952 (later AFSC), and MAC in July 1977. Housed various squadrons during the Second World War for four-engine and bombardier training. Supported Manhattan Project and Sandia Base from 1946, and thereafter provided facilities for activities and aircraft associated with nuclear weapons. Various test units in residence to operate the Air Force Special Weapons Center fleet of aircraft. 4901st Support Wing formed in February 1951 as the major operating unit, with this being redesignated as the 4900th





Performing combat search and rescue (CSAR), the special forces fleet of MC-130Ps are equipped to extend the range of MH-53J/M helicopters behind enemy lines. Here 65-0971 of the 58th SOW on a training mission from Kirtland AFB, New Mexico, extends the refueling hoses. Peter Foster

ABG and later as an ABW. Replaced by the 1606th ABW in July 1977 and the 377th ABW subsequently. Sandia Base incorporated into Kirtland AFB increasing the base acreage from 2,800 to 54,000 in 1971. 1550th ATTW relocated from Hill AFB, Utah in March 1976 and redesignated as the 58th SOW. AF Test and Evaluation Center formed here in December 1973 with teams to oversee new aircraft and weapons systems before introduction into service. Base has supported laser development and continues to function in this activity for the AL-1A Airborne Laser program.

Lackland AFB, Texas

Location: Eight miles southwest of San Antonio

Major Command: AETC

Host Unit: 37th TW with no aircraft assigned

Tenant Units: None

Base known as San Antonio Aviation Cadet Center when opened in 1942, although a Flying Cadet Reception Center was open on part of Kelly Field known as 'The Hill' in February 1941. Various other names assigned before becoming Lackland AFB in January 1948. Was largest aviation cadet center in the USA during the Second World War, and post-war

became the AAF Basic Military School. The base continues to be the basic military training facility for the Air Force with all new recruits processing through Lackland before receiving specialist training. Base has not had a runway and no flying activities have taken place apart from the occasional helicopter sortie. The base had a number of retired airframes which were utilized for training of security personnel, although most were transferred to the base museum or relocated elsewhere.

Langley AFB, Virginia

Location: Three miles north of Hampton

Major Command: ACC

Host Unit: 1stFWF-15C/D

Tenant Units: HQ Air Combat Command; 12th ALF (AMC)C-21A

Established as the Aviation Experimental Station and Proving Ground in December 1916. Title changed to Langley Field soon afterwards, and to an AFB in January 1948. Constructed for joint aircraft and airship operations. The Langley Memorial Aeronautical Laboratory of the National Advisory Committee for Aeronautics (NACA - the forerunner of NASA) moved to Langley in 1919. General headquarters of the Air Force component of the Army established in March 1935. Housed heavy bombers and fighters during the Second World War. Subsequently numerous bomber, fighter and troop carrier units in residence. Assigned to TAG in May 1946, Continental Air Command in December 1948, and back to TAG in December 1950. Headquarters of TAG established in residence May 1946 to August

1948, and again from December 1950 until replaced by ACC. 316th TCW was major flying unit from November 1965 until October 1975 with the C-130, followed by the 1st TFW in June 1975. 6th ACCS flying the 'Scope Light' EC-135P and later the H model here from October 1972 until 1992.

Laughlin AFB, Texas

Location: Six miles east of Del Rio

Major Command: AETC

Host Unit: 47th FTW T-1 A, T-37B, T-38A

Tenant Units: 96th FTS (AFRC Associate) no aircraft assigned

Established as Laughlin Army Air Field in July 1942, and renamed as an AFB in May 1952. Primarily a training base, apart from the period April 1957 to April 1962 when under SAC jurisdiction. Performed advanced flying training until September 1942 when role changed to bombardier training with the B-26. Base placed on inactive status in September 1945. Reactivated in May 1952 for F-84 training operations under the 3645th PTW, with the T-33A added two years later. SAC formed the 4025th and 4080th SRWs in April 1957 for RB-57 and U-2 operations. 3646th PTW reformed in October 1961 and operated as the primary unit until replaced by the 47th FTW in September 1972.

A 6th ARW KC-135R based at MacDill AFB, Florida refueling a 4th FW F-15E from Seymour Johnson AFB, North Carolina, while his wingman flies formation. USAF Official

Little Rock AFB, Arkansas

Location: 17 miles northeast of Little Rock

Major Command: AETC

Host Unit: 314th AWC-130E

Tenant Units: 463rd AG C-130E/H; 189th AW/AR

ANG C-130E; Air Mobility Warfare Center;

Combat Aerial Delivery School (AMC)

Established as Little Rock AFB in February 1955 under SAC with the 70th SRW and later in the year the 384th BW in residence. With limited air traffic initially, until early 1957 when base declared fully operational. Titan IIICBM missile complex completed in 1962. 43rd BW formed in September 1964 for B-58 operations. Wing inactivated in January 1970, with the base transferring to TAG three months later. 4442nd CCTW formed in February 1970 for C-130 crew training, followed one month later by the 64th TAW. Both replaced by the 314th TAW in May 1971. Base switched to MAC in December 1974, and later to AETC. 463rd AG established in April 1997 to segregate training role from operational airlift duties.

Los Angeles AFB, California

Location: In El Segundo, on Los Angeles

International Airport

Major Command: AFMC

Host Unit: Space and Missile Systems Center,

61 st ABG with no aircraft assigned

Tenant Units: None

Established in 1954 as the Western Development Division in Inglewood, California. The Division occupied several separate buildings in the vicinity, until

April 1964 when a former Navy site in a corner of Los Angeles Airport was acquired. The facility was named Los Angeles Air Force Station until September 1987 when it was retitled as an AFB. The 6592nd Support Group administered the base, which later became an Air Base Group, before being redesignated as the 655th ABS in September 1993. However the need for a larger support organization resulted in the base being administered by the 61 st ABG from 1 October 1994. Los Angeles AFB has no runway of its own and aircraft visiting the facility utilize the International Airport.

Luke AFB, Arizona

Location: 20 miles northwest of Phoenix

Major Command: AETC

Host Unit: 56th FW F-16A/B/C/D

Tenant Units: 944th FW (AFRC) F-16C/D

Established in April 1941 as Litchfield Park Air Base. Renamed Luke Field two months later, and became an AFB in June 1949. Base was with ATC until reassigned to TAG in July 1958. Facility was the world's largest single-engined and advanced flying training station during the Second World War. Post-war the base was utilized for fighter storage and disposal. Placed on limited operational status in June 1946. Upgraded for F-84 operations beginning in 1951, with the 3600th FTW established in November 1952. Base transferred to TAG in July 1958. F-86 training transferred from Williams AFB, Arizona in 1960. F-86s moved to Nellis AFB, Nevada in 1962, with Luke conducting F-100 training. German Air Force pilots trained on the F-84 at Luke AFB until June

1964 when the F-104 was introduced. 58th TFTW established as primary flying unit in October 1969, with 405th TAW added in August 1979. Replaced by the 56th FW in April 1994.

MacDill AFB, Florida

Location: Located on the Interbay Peninsula in southern Tampa

Major Command: AMC

Host Unit: 6th ARWKC-135R

Tenant Units: US Special Operations Command (USSOC), US Central Command (USCENTCOM), NOAA Aircraft Operations Center

Established as Southeast Air Base, Tampa in May 1939, becoming an AFB in January 1948. Base was with SAC from March 1946 until transferred to TAG in July 1962. Housed a number of bomber units during the Second World War. Post-war housed several Bomb Wings including the 305th (January 1951 to June 1959), 306th (September 1950 to April 1963), and 307th (August 1947 to July 1952). 12th TFW established in April 1962 along with the 15th TFW three months later. Both had transitioned to the F-4 by March 1965, becoming the first facility to accommodate two Phantom wings. Units relocated to SEA, with the 1 st TFW forming at MacDill AFB in October 1970. 1 st TFW moved to Langley in June 1975, with the 56th TFW being formed at MacDill AFB. Latter wing moved to Luke AFB in April 1994, with MacDill AFB administered by the 6th Air Base Wing. Base was without a mission until 1996 when the 6th ABW was changed to an ARW gaining the KC-135R.



Malmstrom AFB, Montana

Location: One mile east of Great Falls

Major Command: AFSPC

Host Unit: 341stSPW Minuteman III ICBM, UH-1N

Tenant Units: None

Established as Great Falls Army Air Field in December 1942, and retitled Great Falls AFB in January 1948. Renamed Malmstrom AFB in October 1955. Base hosted bomber crew training during 1942 and 1943, before switching to prepare Lend-lease aircraft for shipment to the USSR during 1944 and 1945. Base served as aerial port for flights between the USA and Alaska. Assigned to Air Transport Command and later MATS until February 1954 when transferred to SAC. Housed bombers during the Second World War, followed by transport units post-war. The 407th Strategic Fighter Wing operating the F-84F was located from December 1953 until July 1957. 341st SMW formed in July 1961 with Minuteman II, exchanging these for the Minuteman III beginning in 1975. Base also housed tanker aircraft at various times, including KC-135Rs of the 43rd ARW from 1992 until 1996.

Maxwell AFB, Alabama

Location: One mile northwest of Montgomery

Major Command: AETC

Host Unit: 42nd ABW with no aircraft assigned

Tenant Units: 54th ALF (AMC) C-21 A; 908th AW (AFRC) C-130H; Air University; Air War College; and numerous other educational centers

Constructed beginning in April 1918 and named Engine and Repair Depot, before being retitled Montgomery Air Intermediate Depot in 1921. Became an AFB in January 1948. Served as a major air service repair depot during the First World War and into the 1920s. Air Corps Tactical School in residence from 1931 until 1942. AAF School, later redesignated the Air University, formed December 1945. 3800th Air University Wing formed in July 1948, and replaced by the 42nd ABW in October 1994. Had air refueling tankers located from May 1954 until August 1956. Reserve airlift unit moved here in April 1969. Base houses the Albert F Simpson Historical Research Center documenting US Air Force history.

McChord AFB, Washington

Location: Ten miles south of Tacoma

Major Command: AMC

Host Unit: 62nd AW C-17A, C-141B

Tenant Units: 446th AW (AFRC Associate) no aircraft assigned

Originally known as Pierce County Airport circa 1934, the facility was upgraded to a military site in 1937 when it was renamed McChord Field. Became an AFB in January 1948. Housed bomber units in training, primarily those equipped with the B-25. Served as a P-39 modification center during 1944 and 1945. Post-war the base accommodated air defense and troop carrier units including the 62nd TCW (August 1947 to April 1952), 1705th ATW (August 1950 to October 1951), 1705th ATG (January 1952 to June 1960), before the 62nd TCW

returned in June 1960. Strategic location of the base sees a large volume of transient aircraft to the Far East. Delivery of first C-141 As in 1966 resulted in the start of a special Alaskan commitment.

McClellan AFB, California

Location: Nine miles Northeast of Sacramento

Major Command: AFMC

Host Unit: 77th ABW (Sacramento Air Logistics Center)

Tenant Units: US Coast Guard Sacramento HC-130H

Known unofficially as Pacific Air Depot in 1935, the base became the Sacramento Air Depot in February 1937 and McClellan Field two years later. Retitled an AFB in January 1948. Performed overhaul and repair of 1,200 aircraft annually during the Second World War, and in addition had P-38, P-39 and P-40 assembly lines. Post-war the base stored B-29s, and during the early '50s F-80s and F-86s. Sacramento Air Logistics Center formed from the wartime depot, to overhaul aircraft types such as the A-10, and support the F-15 and KC-135. The ALC is program manager for the F-117A and F-22. However the ALC is to close with these responsibilities being redistributed. Base housed the 552nd AEW&CW with the EC-121 from July 1955 until April 1976 when the unit moved to Tinker AFB, Oklahoma. US Coast Guard operations moved from San Francisco to here in 1978. Base is due to close in July 2001.

McConnell AFB, Kansas

Location: In southeast suburbs of Wichita

Major Command: AMC

Host Unit: 22nd ARW KC-135R/T

Tenant Units: 931 st ARG (AFRC Associate) with no aircraft; 184th BW/KS ANG B-1B

Established in March 1942 as Wichita Municipal Airport, and renamed McConnell AFB in April 1954. An Air Materiel Command facility with the role of accepting aircraft from the adjacent Boeing plant from 1942 until 1946. Base was inactive postwar until June 1951 when the 3520th Combat Crew Training Wing was formed to train B-47 crews. Facility was an ATC base from June 1951 until transferred to SAC in July 1958. Wing inactivated in June 1963 with the base transferring to TAG. 388th TFW formed in October 1962 with the F-105, being replaced in February 1964 by the 23rd TFW. 381st SMW activated in March 1962, with the base returning to SAC in July 1972. 384th ARW formed in December 1972 for KC-135 operations, until replaced by the 22nd ARW in January 1994.

McGuire AFB, New Jersey

Location: 18 miles southeast of Trenton

Major Command: AMC

Host Unit: 305th AMW KC-10A, C-141B

Tenant Units: 21st Air Force (AMC), Air Mobility Warfare Center (AMC); 514th AW (AFRC Associate) no aircraft assigned; 108th ARW/NJ ANG KC-135E, C-135B

Established as Fort Dix Airport in 1942 and renamed McGuire AFB in January 1948. Base served as train-

ing and staging facility for numerous units during 1942 and 1943. Processed and packaged aircraft for overseas shipment during 1944, before switching to processing and inactivating units in 1945 and 1946. Base was under SAC control from April 1947 until reassigned to Continental Air Command in October 1949. McGuire AFB under ADC control from January 1951 with interceptor units in residence. Reassigned to MATS in July 1954 with the 1611th Air Transport Wing formed two months earlier as the primary unit. The Naval Air Transport Wing Atlantic was established in May 1958 to integrate the assignment of US Navy C-118s and C-121s to MATS. 438th MAW replaced 1611th ATW in January 1966, and was itself replaced by the 305th AMW in September 1994.

Minot AFB, North Dakota

Location: 13 miles north of Minot

Major Command: ACC

Host Unit: 5th BW B-52H

Tenant Units: 91st SPW (AFSPC) Minuteman III, UH-1N

Established as Minot AFB in August 1956, the base was originally assigned to ADC with interceptors in residence. SAC established the 4136th Strategic Wing in September 1958, which was replaced by the 450th BW in February 1963. Most of the ADC assets had left the base by July 1962 when it was transferred to SAC, although the 5th FIS continued in residence until the early '90s. The 455th SMW was formed in June 1962 with the Minuteman I ICBM, later upgrading to the Minuteman III. The 455th SMW was replaced by the 91st SMW in June 1968. The 5th BW took over as the major flying unit at Minot AFB in July 1968.

Moody AFB, Georgia

Location: Ten miles northeast of Valdosta

Major Command: ACC

Host Unit: 347th Wing OA/A-10A, HC-130P, C-130E, F-16CG/DG, HH-60G

Tenant Units: None

Established as Valdosta Airfield in June 1941, and renamed Moody AFB in January 1948. Used for aircrew training between 1941 and 1946 under ATC. Reassigned to TAG in September 1947 although the base was on standby status until reassigned to SAC in April 1951 for fighter-bomber units. Returned to ATC in September 1951 for pilot training with the 3550th Training Wing. Replaced by the 38th FTW in December 1973. Wing inactivated in December 1975 when the base was transferred to TAG. 347th TFW formed in September 1975. Wing to begin losing its tactical assets during 2000, and is due to become a rescue unit in due course. Base will also activate a flying training unit equipped with the T-6 and T-38 during the next couple of years.

Mountain Home AFB, Idaho

Location: 45 miles southeast of Boise

Major Command: ACC

Host Unit: 366th Wing B-1B, KC-135R, F-15C/D/E, F-16CJ/DJ

Tenant Units: None



A pair of 57th Wing F-15Es line up on the runway at Nellis AFB, Nevada for a training sortie. The furthest aircraft, 90-0227 carries 'Weapons School' on the tail. Bob Archer

Established in April 1942 as Army Air Base, Mountain Home, and changed to an AFB in January 1948. Served as a heavy bomber training facility during the Second World War. Largely disused between 1945 and mid 1949, and again during 1950. 5th SRW was resident briefly during latter half of 1949. Base assigned to SAC in May 1953 when the 9th BW was formed. Wing moved to Beale AFB in June 1966. Base reassigned to TAG in January 1966 with the 67th TRW in residence until July 1971. 347th TFW formed in May 1971, and replaced by the 366th TFW in October 1972. Currently the only USAF base to house an air intervention wing equipped with fighter, fighter-bomber, strategic bomber and tanker units.

Nellis AFB, Nevada

Location: Eight miles northeast of Las Vegas
Major Command: ACC

Host Unit: Air Warfare Center & 57th Wing
OA/A-10A, F-15C/D, F-15E, F-16CG/DG, F-16CJ/DJ, HH-60G, also USAF Weapons School, USAF Air Demonstration Team (Thunderbirds) F-16C/D, 414th Combat Training Squadron ('Red Flag') F-16C/D, 549th Combat Training Squadron ('Air Warrior'), 99th ABW (all ACC)

Tenant Units: None

Established in June 1941 as Las Vegas Air Field, with several other suffix titles until renamed Nellis AFB in April 1950. Base trained aerial gunners during the Second World War. An ATC base until July 1958 when reassigned to TAG. 3595th PTW in residence from December 1948 until January 1968, having

been redesignated as the 4520th CCTW earlier. Various fighter weapons units formed, as well as aircrew schools. 474th TFW activated in January 1968 as the primary flying unit. 57th FIW formed in October 1969 to co-ordinate fighter weapons evaluation. Unit redesignated as a Fighter Weapons Wing and various other titles. A host of other specialist weapons and tactical training units assigned subsequently. Nellis encompasses a massive range complex to operate the regular Red and Green Flag exercises. Within the Nellis complex is Indian Springs AF Auxiliary Field which houses the two squadrons of RQ-11A Predator UAVs.

Offutt AFB, Nebraska

Location: Eight miles south of Omaha

Major Command: ACC

Host Unit: 55th Wing E-4B, RC-135S/U/V/W,

OC-135B, TC-135S/W, WC-135C/W

Tenant Units: US Strategic Command, National Airborne Operations Center (JCS), 311th ALF (AMC) C-21A

Established as Fort George Crook in March 1891, and Offutt Field in May 1924. Retitled as an AFB in January 1948. Initially housed reconnaissance balloons, and interim reserve flying training during the 1920s and 30s. Glenn L Martin leased the facility during 1941 as a bomber plant. Returned to AAF in June 1946. Headquarters SAC moved here from Andrews AFB, Maryland in November 1948 when command assumed control from ADC. Various troop carrier unit in residence between 1949 and 1951. Surprisingly no SAC assets in residence until October 1958 when the 34th AREFS formed with the KC-135A. 4321st Strategic Wing activated in October 1959, and replaced by the 385th SAW in January 1963. Wing inactivated in December 1964, with 3902nd ABW as primary operating unit. 55th SRW moved

from Forbes Field, Kansas in August 1966 along with its reconnaissance aircraft. SAC inactivated in June 1992 with Offutt-based assets reassigned to ACC. However the large underground command center passed to US Strategic Command to control the nuclear weapons triad of the manned nuclear bombers, ICBMs, and Navy's nuclear missile-equipped submarines.

Patrick AFB, Florida

Location: Two miles south of Cocoa Beach

Major Command: AFSPC

Host Unit: 45th SPW no aircraft assigned

Tenant Units: 920th RQG (AFRC) HC-130P, HH-60G

Established as Banana River NAS in October 1940, and later retitled as Joint Long Range Proving Ground in June 1949 and Long Range Proving Ground AFB in May 1950, before becoming Patrick AFB in August 1950. Became a USAF facility in May 1950. The Air Force Division, Joint Long Range Proving Ground was formed in October 1949 and remained until February 1977, although it was retitled AF Missile Test Center and AF Eastern Test Range in between. Numerous guided missile units for test and operational roles were resident at various times. Base housed the eight ARIA EC-135Ns along with other NKC-135As from the latter part of the '60s until they were relocated to the 4950th Test Wing at Wright-Patterson AFB, Ohio in July 1975. Base had small numbers of aircraft in residence including the O-2 and OV-10A of the 549th TASTG (later 507th TACW) from December 1975 until July 1988. A single aircraft U-2R detachment was located here during the 1980s. The base had active duty and reserve rescue units located, although the former were reassigned to Moody AFB, Georgia in 1997. The base supports the nearby Cape Canaveral launch site, and frequently has NASA aircraft visiting.



Peterson AFB, Colorado

Location: In eastern suburbs of Colorado Springs

Major Command: AFSPC

Host Unit: 21st SPW no aircraft assigned

Tenant Units: HQ NORAD; HQ US Space

Command; HQ AF Space Command; 84th ALF (AMC) C-21A; 302nd AW (AFRC) C-130H

Established as Air Support Command Base in April 1942, and was retitled Peterson Field in November 1943. The facility did not become an AFB until March 1976. Was a SAC base until reassigned to ADC in January 1951. Initially housed photo reconnaissance training and later in 1943 heavy bomber crews. Switched to fighter pilot training in June 1944, and to an instructors school in April 1945. Base was surplus from the end of 1945 until reactivated briefly in September 1947 for four months. Off-base installation of nearby Ent AFB from January 1951 until February 1975. Supported the Cheyenne Mountain air defense complex. 4600th ABW flew VIP, communications and trainer types for familiarisation flying from November 1971 until replaced by the 46th ADW in March 1975. Returned to SAC control in October 1979. Headquarters Space Command formed in September 1982, and 46th ADW inactivated in April 1983. 21st Space Wing formed in May 1992 as primary operating unit.

Pope AFB, North Carolina

Location: 12 miles northwest of Fayetteville

Major Command: AMC

Host Unit: 43rd AW C-130E

Tenant Units: 23rd FG (ACC) OA/A-10A

Established as Camp Bragg Flying Field in February 1919, and retitled Pope Field two months later. The facility became an AFB in January 1948. Used for observation and balloon training from 1919 until 1927. Became the first installation for joint air-to-ground operations in 1929. Conducted troop carrier training during the Second World War. Assigned to TAG in April 1946 and Continental Air Command in December 1948. Back to TAG in December 1950. 464th TCW in residence from September 1954 until August 1971 when replaced by the 317th TAW. Base reassigned to MAC in December 1974. Facilities improved to enable intercontinental airlifters to operate into and out of Pope AFB to transport the 82nd Airborne from Fort Bragg. 317th AW replaced by 23rd Wing in June 1992 with a mix of C-130Es as well as A-1 Os and F-16s. Wing downgraded to Group status when the 43rd AW was formed as the main operating unit.

C-130E 64-0499 of the 2nd AS, 43rd AW from Pope AFB, North Carolina overflying the Bodie Island Lighthouse during a training sortie along the North Carolina coastline. USAF Official

Randolph AFB, Texas

Location: 17 miles northeast of San Antonio

Major Command: AETC

Host Unit: 12th FTW T-1A, T-3A, T-6A, T-37B, T-38A, AT-38B, T-43A

Tenant Units: HQ AETC; 19th Air Force (AETC); 332nd ALF (AMC) C-21A; 100th FTS (AFRC Associate) no aircraft assigned

Known as Aviation Field, San Antonio in 1928, and retitled Randolph Field soon afterwards, the facility became an AFB in January 1948. Base has a unique layout with all infrastructure located between the two runways, with the central buildings positioned in a distinctive circular pattern. 3510th Basic Pilot Training Wing formed as the main operating unit in August 1948. Served as a primary and basic training base from inception until March 1948. Mission resumed in December 1950. B-29 crew training began in 1950, followed by C-119 and T-33 pilot training in 1954. B-57 and T-33 instructor and transition training commenced in September 1954, and

helicopter training transferred here in mid 1956. KC-97 crew training located here from July 1956 until July 1958. HQ Flying Training Air Force established in July 1957, and HQ ATC moved here from Scott AFB, Illinois the following month. First T-38A operations began in March 1961. 3510th FTW replaced by the 12th FTW in May 1972.

Robins AFB, Georgia

Location: 15 miles southeast of Macon at Warner Robins

Major Command: AFMC

Host Unit: Warner Robins Air Logistics Center, 78th ABWF-15A/E, C-130E

Tenant Units: 93rd ACW (ACC) E-8C, TE-8A; HQ AFRC; 116thBW/GAANGB-1B; 19thARG (AMC) KC-135R; 2nd SOF (USSOC) EC-137D

Established as Robins Field in January 1942 and became an AFB in January 1948. The base was established primarily as a logistics depot, although thousands of personnel were trained for overseas duty during the Second World War. Activities declined between 1945 and 1949. Base assigned to AMC from 1946. Upgraded to house SAC bombers and tankers, although only autonomous air refueling squadrons in residence from 1954 until 1958. 4137th Strategic Wing formed in February 1959 and replaced by the 465th BW in February 1963. Continental Air Command had headquarters here from April 1961 until replaced by the Air Force Reserve in August 1968. 465th BW replaced by 19th BW in July 1968. The 93rd ACW was formed in January 1996 as the sole E-8 J-STARS unit.

Scott AFB, Illinois

Location: Six miles northeast of Belleville

Major Command: AMC

Host Unit: 375th AW C-9A, C-21A

Tenant Units: US Transportation Command; HQ AMC; 932nd AW (AFRC Associate) no aircraft assigned; 126th ARW/IL ANG KC-135E

Established as Scott Field in September 1917 and retitled as an AFB in January 1948. Base used primarily for lighter than air balloon training between

1919 and 1938. During the Second World War the base served as a radio operator and mechanics school, with this duty continuing postwar but at a much reduced level. 1405th ABW formed in August 1948, eventually being retitled as a Aeromedical Transport Wing before being replaced by the 375th AAW in January 1966. Training increased during the Korean War, with the base taking on the additional duty of air evacuation of wounded personnel from Korea and Japan. MATS established the 1731st ATS in June 1952 for this task, which became the 11th Aeromedical Transport Squadron in November 1956. Headquarters MATS relocated here from Andrews AFB, Maryland in October 1957. Headquarters Aerospace Rescue and Recovery Service moved to Orlando AFB, Florida in June 1968, and the HQ AF Communications Service relocated to Richards-Gebaur AFB, Missouri in July 1970. Currently houses HQ AMC.

Seymour Johnson AFB, North Carolina

Location: Within city limits to the east of Goldsboro

Major Command: ACC

Host Unit: 4th FFW-15E

Tenant Units: 916th ARW (AFRC) KC-135R

Established as Technical School, AAF TTC, Goldsboro in June 1942, and renamed Seymour Johnson Field, four months later. Became an AFB in January 1953. Accommodated Aviation Cadet Pre-Technical School Training program for bomber mechanics from September 1943 until April 1944. Postwar became a separation center, and inactive from May 1946 until reactivated under TAG in January 1956. 83rd Fighter-Day Wing in residence from July 1956 until December 1957. Replaced by the 4th FDW in December 1957 flying the F-100. 4241st SW assigned in December 1958 flying the B-52 and KC-135A, and replaced by the 68th BW in April 1963. The 68th became an ARW in September 1982, and inactivated when the KC-10As were absorbed into the 4th Wing in April 1991. Ceased being a tanker base in 1995 when the KC-10As were relocated. Currently an ACC F-15E base with four squadrons, including two dedicated to aircrew training.

Shaw AFB, South Carolina

Location: Ten miles northwest of Sumter

Major Command: ACC

Host Unit: 20th FW F-16CJ/DJ

Tenant Units: 9th Air Force (ACC)

Established as Shaw Field in September 1941 and retitled as an AFB in January 1948. Base assigned to TAG in March 1946, before joining Continental Air Command in December 1948, and reverting to TAG in December 1950. Initially a primary flying school during the Second World War, before switching to night fighter operations postwar. 20th FW formed in August 1947, and replaced by the 363rd TRW in April 1951. Conducted tactical reconnaissance operations as well as training for almost four decades. Base also housed the 437th TCW briefly in 1950. 507th Tactical Control Group formed in July 1954, changing designation several times, before becoming the 507th Tactical Air Control Wing. Wing inactivated in April 1992 with assets absorbed into 363rd FW. Long standing resident the 363rd FW finally inactivated in January 1994 when replaced by the 20th FW which reformed at the same time.

Sheppard AFB, Texas

Location: Four miles north of Wichita Falls

Major Command: AETC

Host Unit: 82nd TW various training airframes

Tenant Units: 80th FTW (AETC) T-37B, T-38A, AT-38B, including Euro-NATO Joint Jet Pilot Training program; 97th FTS (AFRC Associate) no aircraft assigned

Known as Technical School at Wichita Falls in February 1941 and renamed Sheppard Field two months later, the facility became an AFB in August 1948. Constructed as an AAF Technical School to teach aircraft mechanics and glider maintenance personnel. Served as a Replacement Training Center also during 1941 and 1942. Expanded to teach

The C-130B is no longer in active service, although the 82nd Training Wing at Sheppard AFB, Texas utilizes 58-0727 'ST' for training.
Andy Thomson



basic training in 1943. Base inactivated in August 1946. Reactivated under ATC in August 1948 to accommodate engine mechanics school transferred from Keesler AFB, Mississippi in 1949. Added intelligence and transportation schools from Lowry AFB, Colorado in 1954. Titan and Atlas missile training facility added in 1959. Assigned to 3750th Basic Training Wing which formed in August 1948 as the primary unit. Base also upgraded to house the 4245th SW with B-52s in January 1959. Replaced by the 494th BW which formed in February 1963, and was inactivated in April 1966. 3630th FTW was resident from December 1965 until replaced by the 80th FTW in January 1973. Wing hosted German Air Force pilot training from March 1967. The Euro-NATO Joint Jet Pilot Training Program beginning in October 1981. Base has a large number of surplus aircraft and helicopters used for ground instruction purposes.

Tinker AFB, Oklahoma

Location: Eight miles southeast of Oklahoma City

Major Command: AFMC

Host Unit: Oklahoma City Air Logistics Center, 72nd ABW

Tenant Units: 552nd ACW (ACC) E-3B/C; 507th ARW (AFRC) KC-135R; 513th ACG (AFRC Associate) no aircraft assigned; Navy Strategic Communications Wing One (SCW-1)

Established as Midwest Air Depot in April 1941 and renamed Tinker Field in November 1943. Became an AFB in January 1948. Housed a Douglas Aircraft factory producing A-26s, C-47s and C-54s during the Second World War, as well as repairing and modifying B-17s, B-24s and B-29s. Douglas maintenance center added in 1945. Under Air Materiel Command control from March 1946. Facility administered by the 4136th AAF Base Unit from April 1944, which eventually was redesignated as the Oklahoma City Air Material Area (later an ALC). Continued as a reconditioning and modification center postwar, becoming the USAF's largest depot by 1950. Jet engine test facility added in May 1954. 310th BW in

residence from June 1947 until June 1949 when replaced by the 323rd BW. Inactivated in March 1951. 506th Strategic Fighter Wing formed in March 1955 and resident until April 1959. 1707th ATW formed in June 1959 to train transport aircrew. Replaced by the 443rd MAW in January 1966, but relocated to Altus AFB, Oklahoma in May 1969. AMA began overhauling B-47s, B-52s, KC-97s and KC-135s during the mid 1960s. 552nd AEW&CW reformed at Tinker AFB in July 1976 in readiness to begin operations with the E-3 Sentry. 8th TDCS operated the two unique EC-135K 'Head Dancer' deployment support aircraft from June 1978 until 1996.

Travis AFB, California

Location: 50 miles northeast of San Francisco at Fairfield

Major Command: AMC

Host Unit: 60th AMW C-SA/B/C, KC-10A

Tenant Units: 15th Air Force (AMC), 349th AMW (AFRC Associate) no aircraft assigned

Established as Fairfield-Suisun Army Air Base in February 1943, eventually becoming an AFB in January 1948 and renamed Travis AFB in October 1950. Under MATS control in June 1948, but transferred to SAC in May 1949. Reverted to MATS in July 1958. Initially performed processing and ferrying tactical aircraft during the Second World War, but switched to airlifting troops and cargo in November 1944. 530th ATW formed in June 1948, and was redesignated the 1501st ATW before inactivating in May 1949 (although the 1501st ATG continued in residence until inactivated in January 1963). Became the main West Coast aerial embarkation point for the Pacific Theater. Housed strategic bomber and reconnaissance aircraft from May 1949 with the formation of the 9th SRW, followed six months later by the 5th SRW. 9th SRW relocated in May 1953 followed by the 5th in July 1969. 1501st ATW reformed in July 1955 and was the primary unit until January 1966 when replaced by the 60th MAW. SAC tanker operations continued after the 5th BW was relocated,

with the 916th AREFS assigned direct to various Air Divisions until the 307th ARG was formed in July 1977. Ceased operations in October 1983. Base became one of two major Air Mobility Command points of arrival and departure into the USA in October 1994 when the 60th became an Air Mobility Wing.

Tyndall AFB, Florida

Location: 12 miles east of Panama City

Major Command: AETC

Host Unit: 325th FWF-15C/D

Tenant Units: 1st Air Force (ANG), 53rd WEG (ACC) E-9A, QF-4E/G, QRF-4C

Established as Tyndall Field in January 1941 and became an AFB in January 1948. Conducted gunnery training during the Second World War. Postwar housed the Air Corps Tactical School, and from 1950 trained all-weather jet interceptor pilots and aircraft controllers. Administered by the 3625th Training Wing from July 1948 until July 1957. Base transferred from ATC to ADC in July 1957, and became the primary weapons center for evaluation of fighter interceptor squadrons' effectiveness. 4756th Air Defense Wing formed in July 1957 as primary unit until replaced by the Air Defense Weapons Center in October 1967. Performed aircrew transition training for F-101, F-102, and F-106 interceptors. Air Combat Manoeuvring Instrumentation (ACMI) system developed beginning in 1973 and operational from 1978. USAF Interceptor Weapons School established in October 1979 when the base transferred to TAG. 325th Fighter Weapons Wing formed in July 1981 to control all activities at the base. Switched to AETC when the new command formed in July 1993. Base hosts the biennial 'William Tell' international interceptor competition.

QF-4G Phantom II 69-7294 of the Tyndall-based 53rd Wing carries conversion number AF176 on the nose. Seen visiting Barksdale AFB, Louisiana, in April 1998. Brian Rogers



US Air Force Academy

Location: North of Colorado Springs

Major Command: Direct reporting.

Host Unit: US Air Force Academy, 10th ABW and 34th TW UV-18A/B, various gliders

Tenant Units: 557th FTS (AETC) T-3A

The Air Force Academy was established in April 1954 and moved to its present site to the north of Colorado Springs in August 1958. The Academy is the primary education facility for prospective Air Force officers. The base is administered by the 10th ABW, while the training and operational components are under the control of the 34th Training Wing. The AFA occupies a large area at an altitude of 7,200 feet. A small airfield is located within the complex, which has three runways for use by the training aircraft and sailplanes flown by the 34th Operations Group and the single Flying Training Squadron located here, but which is responsible to the 12th FTW at Randolph AFB, Texas. However the announcement in October 1999 that Elementary Flying Training with the T-3A would cease has reduced flying activities considerably.

Vance AFB, Oklahoma

Location: Three miles southwest of Enid

Major Command: AETC

Host Unit: 71st FTW T-1 A, T-37B, T-38A, AT-38B

Tenant Units: 5th FTS (AFRC Associate)

no aircraft assigned

Established as Air Corps Basic Flying School, Enid in September 1941, eventually becoming Enid AFB in August 1948 and Vance AFB in July 1949. Provided undergraduate and advanced training duties during the Second World War and postwar. The 3575th PTW was formed in August 1948 and was the primary unit until November 1972 when replaced by the 71st FTW. The base has been a training facility assigned to ATC, and now AETC with no other command flying units in residence since being part of the USAF.

Vandenberg AFB, California

Location: Eight miles northwest of Lompoc

Major Command: AFSPC

Host Unit: 30th SPW UH-1N, various missiles

Tenant Units: 14th Air Force (AFSPC), 381st TG (AETC) various missiles

Known as Camp Cooke when transferred from the Army in April 1957, becoming Cook AFB until renamed Vandenberg AFB in October 1958. Base was assigned to ARDC until January 1958 when transferred to SAC. The base was established for launching polar-orbiting satellites and missile launch training, with the 1st Missile Division being formed in July 1957 at the same time as the 704th SMW. The first missile launch took place on 16 December 1958 involving a Thor IRBM. Base upgraded to launch the Atlas rocket. Test and evaluation duties were organized with the formation of the 6565th Test Wing in October 1960. 704th SMW inactivated in July 1959, with the 4392nd Aerospace Support Wing forming in July 1961. The Air Force Western Test Range was established in May 1964, and functioned until



Wright-Patterson AFB resident unit is the 445th Airlift Wing operating two squadrons of C-141 Cs including 66-7954. Bob Archer

Wright-Patterson AFB, Ohio

Location: Ten miles northeast of Dayton

Major Command: AFMC

Host Unit: Aeronautical Systems Center, 88th ABW

Tenant Units: HQ AFMC, Air Force Research

Laboratory (AFMC); 47th ALF (AMC) C-21A;

445th AW (AFRC) C-141C

The present Wright-Patterson AFB was formed in January 1948 by merging Patterson and Wright Fields. These two facilities have a lengthy lineage, with both having been established in 1917, as Wilbur Wright Field, and Fairfield Aviation General Supply Depot. The latter was retitled Patterson Field before the merger. Patterson Field was a supply depot initially, and later served to support Fairfield Air Depot, a major logistics center during the Second World War. Base subsequently became part of AMC and AFLC. Wright Field absorbed the aeronautical engineering duties of McCook Field in 1927 and continued this mission throughout the Second World War. The creation of Wright-Patterson AFB brought together these duties, including the transition from propeller-driven to jet powered aircraft and missiles. The Wright Air Development Center was created in June 1951. The 4043rd SW was formed in April 1959 and was replaced by the 17th BW in November 1962. HQ Air Force Logistics Command formed in April 1961, replacing HQ Air Materiel Command. The Aeronautical Systems Division was established in 1961, with responsibility for the fleet of approximately 50 test aircraft of varying types including the B-47, B-52, C-130, NKC-135, JC-131, NF-100, T-33, and JT-39. The 4950th TW was formed in March 1971 to operate these aircraft, until 1993 when those remaining were relocated to Edwards AFB, California to join the 412th TW. Wright-Patterson AFB continues with various test and evaluation programs, with aircraft borrowed as required. The 486th FTS is reported to be resident with a mysterious Boeing 707 and a C-22. The base houses the US Air Force Museum with over 200 aircraft and missiles on display.

replaced by the Space and Missile Test Center in April 1970. Base has been involved in the evaluation and test firing of Minuteman I, II, and III as well as the Peacekeeper ICBMs. The base also has the initial phase launch control facility for the Space Shuttle Transportation System. Base transferred to Air Force Space Command when all missile activities were reassigned from ACC.

Whiteman AFB, Missouri

Location: Two miles south of Knob Noster

Major Command: ACC

Host Unit: 509th BW B-2A, T-38A

Tenant Units: 442nd FW (AFRC) OA/A-10A

Established as Sedalia Glider Base in March 1942 and changed title numerous times before becoming Sedalia AFB in August 1951. The base was renamed Whiteman AFB in October 1955. Base was part of TAG until December 1947 when transferred to AMC. Initially a glider school, but switched to training transport pilots during the Second World War. Inactive postwar, until reassigned to SAC in August 1951 with the 340th BW formed in October 1952. 340th BW replaced by the 351st SMW which was activated in February 1963 as fourth Minuteman ICBM unit. The base continued to be predominantly concerned with missile activity until being chosen to house the only operational stealth bomber wing in the Air Force. The 509th BW reformed at Whiteman AFB in September 1990, and began receiving the B-2A in 1993. A massive infrastructure building program was undertaken prior to the first aircraft arriving, including individual barns constructed for the twenty aircraft.

Active Major US Air Force Bases Overseas

Andersen AFB, Guam

Location: Two miles north of Yigo

Major Command: PACAF

Host Unit: 36th ABW no aircraft assigned

Tenant Units: 13th Air Force (PACAF); Det.1 909th ARS (PACAF) KC-135R; HC-5 (US Navy)

Base opened early in 1945 as North Field, with several different names until retitled as Andersen AFB on 7 October 1949. Base had responsibility for other facilities in the Marianas at the end of the Second World War. Served as a training base for B-29 units between 1945 and 1950. Hosted SAC B-29, B-36, B-47, B-52 and KC-97 rotations between 1953 and 1964. 3960th ABW (later Strategic Wing) formed on 1 April 1955 to administer deployed units. SAC B-52s deployed for combat operations over SEA beginning on 18 June 1965, with the 4133rd Bomb Wing (Provisional) formed on 1 February 1966. 43rd Strategic Wing activated as major SAC unit at Andersen AFB on 1 April 1970, with the 60th BS activated on 30 June 1971 to operate the B-52G as well as deployed aircraft. Andersen was one of the primary B-52 combat operations bases throughout the Vietnam war, including participation in 'Arc Light' and 'Linebacker II' operations. Normal peacetime operations with its own B-52s resumed in 1974. B-52s returned to USA with the base being used primarily for transient aircraft. 36th Air Base Wing formed on 1 October 1994 for administrative control.

Aviano AB, Italy

Location: Adjacent to Aviano, 50 miles north of Venice

Major Command: USAFE

Host Unit: 31st FW F-16CG/DG

Tenant Units: 16th Air Force (USAFE)

Airfield established by Italian government in 1911 as Aeroporto Aviano. Used by Italians until 1943 when under German control. Became an RAF installation in 1945. Returned to Italy in 1947, with the USAF occupying the base from 15 February 1955. Established as a joint use facility enabling NATO aircraft to deploy or transit. TAG fighter-bomber rotations commenced in December 1955 for six month periods. Base administered by 7227th Support Group from July 1957 until replaced by the 40th Tactical Group in April 1966. Base was primarily a transit facility for aircraft staging from one side of Europe to the other. Hosted deployed units from USAFE and the USA for short term operations. Began supporting squadrons deployed for 'Deny Flight' in April 1993 to implement the air exclusion zone over Bosnia-Herzegovina. 31st FW assigned with the F-16C/D in April 1994 as the first permanent flying unit at Aviano. Combat operations launched against Serbs in Bosnia. The base was the main USAF facility during Operation 'Allied Force' with thousands of combat sorties launched against Serb targets.

Incirlik AB, Turkey

Location: Ten miles east of Adana

Major Command: USAFE

Host Unit: 39th Wing no aircraft assigned

Tenant Units: None

Established as Adana AB in February 1955, before being retitled as Incirlik AB in February 1958. Previously a Turkish facility. The US utilized the base for long range medium and heavy bomber operations, and to support all USAF activities in southern Turkey. Base also hosted CIA U-2 operations during the latter half of the 1950s. The 1958 Crisis in Lebanon saw a huge increase in movements, with 150 aircraft in temporary residence. Base also hosted USAFE fighter squadrons deployed to utilize nearby weapons ranges. 39th Tactical Group formed in April 1966 replacing the 7216th Combat Support Group as major unit. Base accommodated Operation 'Proven Force' composed mainly of USAFE units assigned to the 7440th Provisional Wing for combat missions over Iraq during early 1991. Base has supported rotational units from USAFE and other commands to implement the no-fly zone over northern Iraq. Aircraft have performed numerous combat sorties from beginning late in 1998. Air Base is the primary USAF facility in Turkey.

Kadena AB, Okinawa

Location: 15 miles north of Naha

Major Command: PACAF

Host Unit: 18th Wing KC-135R, E-3B/C, F-15C/D, HH-60G

Tenant Units: 353rd SOG (AFSOC) MH-130H/P, C-130E, 82nd SRS (ACC) RC-135 rotations, Commander Fleet Activities Kadena (US Navy)

Utilized as Japanese airfield until captured by the US in April 1945. US occupancy from September 1945, being retitled as an AFB in March 1948, and an Air Base in November 1949. Various fighter, troop carrier and bomber units in short term residence. Other units deployed or rotated to the region, particularly during the Korean War with a huge build up of traffic. The 18th Fighter Bomber Wing formed in December 1954 as the primary unit at Kadena. B-52 and KC-135 operations performed from the base during the Vietnam war. RB-47 operations conducted during the 1950s and '60s, before being replaced by the and RC-135. A-12 and later SR-71 operations also flown from Kadena. 18th Wing at Kadena is composed of a mixed complement with operations conducted primarily in the vicinity of Okinawa, but also across the entire Western PACAF region.

MAS Keflavik, Iceland

Location: Five miles southwest of Keflavik

Major Command: US Navy

Host Unit: US Navy

Tenant Units: 85th Group HH-60G

Site occupied by the US as Reykjavik Aerodrome in August 1941, before being renamed Meeks Field in July 1942 and Keflavik Airport in October 1946. Since opening, the base has served primarily as staging base for aircraft in transit between North America and Europe. Base transferred to the Ice-

landic government in 1946, with all US activities ended on 11 March 1947 US resumed operations in May 1951 with MATS operating an air terminal. Beginning in 1954, the base had an air defense commitment assigned, along with rescue units. SAC activities were mostly confined to transient aircraft. Base administered by MATS until July 1962 when ADC assumed control. Became a US Naval Station in July 1961, with the USAF remaining a tenant. Base housed an Airborne Early Warning element equipped with EC-121S rotated from the USA, until September 1979 when an E-3 equipped squadron was formed. This was subsequently withdrawn at the end of the Cold War. KC-135 rotations have also taken place at Keflavik. HQ Air Defense Force Iceland (later Air Forces Iceland) formed in April 1952, and remained the primary element. The 85th Wing became the major unit in October 1994, (downgraded to Group status in July 1995). Only aircraft in residence are the HH-60Gs for local rescue, and a rotation of active duty and reserve fighter interceptors to continue an air defense commitment.

Kunsan AB, South Korea

Location: Eight miles southwest of Kunsan City

Major Command: PACAF

Host Unit: 8th FW F-16CJ/DJ

Tenant Units: None

Built by the Japanese in 1938, the base was previously known as Kunsan AB, K-8 in 1946 and received its current title in November 1950. The USAF began operations in May 1951, following the ousting of North Korean troops, who occupied the base between July and October 1950. Housed B-26s as well as USMC squadrons initially, and later F-84 operations during the Korean War. Flying operations reduced significantly in 1954, but with rotational fighter and light bomber units during the mid 1950s. Base served as a safe haven for Guam and Okinawa based C-130 during the Typhoon seasons between 1965 and 1968. Operations increased during 1968 Pueblo crisis, with the 4th TFW flying F-4Ds, replaced by the 354th TFW with the F-100. Plans to wind down operations were reversed following the North Koreans shooting down an EC-121 on 15 April 1969. 3rd TFW formed in March 1971 and remained as primary unit until replaced by 8th TFW in September 1974. Subsequently the 8th has been one of two USAF units dedicated to the defense of South Korea through constant preparedness.

Lajes Field, Azores

Location: On Terceira Island

Major Command: ACC

Host Unit: 65th ABW with no aircraft assigned

Tenant Units: US Forces Azores

Initial preparations were made by RAF personnel who began readying the site for US forces in October 1943. Base established in January 1944, primarily for aircraft in transit between the USA and Europe, North Africa and the Middle East. Postwar operations reduced until 1948 when these increased with transport aircraft destined for operations during the Berlin Airlift. Base assigned to MATS in June 1948. Base increased facilities during 1952/1953 to

accommodate SAC aircraft on long distance training missions. Naval Air Facility established in January 1957. Decline in traffic during the late 1960s and throughout the 1970s due to intercontinental range airlifters no longer requiring refueling stopovers. Navy flying activities formed majority of traffic. Lajes was one of the key staging bases during the Arab-Israeli war of 1973. 1605th Military Airlift Support Wing established in January 1982 as the major unit, until redesignated 65th Support Wing in January 1992. Lajes supported numerous transit aircraft flying to the Middle East for Operation 'Desert Shield' in 1990 and has continued to be a major staging facility for squadrons deploying to Turkey and the Middle East for operations over Iraq. No aircraft assigned.

Misawa AB, Japan

Location: Within the suburbs of Misawa City

Major Command: PACAF

Host Unit: 35th FW F-16CG/DG

Tenant Units: Naval Air Facility

Established as the Imperial Japanese Cavalry Stud Farm in 1870, becoming a training facility, and from 1942 a naval air base. USAAF established a presence in September 1945. Facility almost completely destroyed by US bombing during the Second World War, resulting in large reconstruction work by the US. Base became operational in March 1948 with fighter, interceptor, fighter-bomber and reconnaissance units operating from the base for short periods. Particularly active during the Korean War. 49th FBW in residence between November 1953 and December 1957. Replaced by the 21st TFW in July 1958. Base administered by 439th CSG from January 1964 until replaced by the 475th ABW in January 1968. 432nd TFW in residence from July 1985 until replaced by the 35th FW in October 1994.

USAFE possesses its own air refueling capability with 15 KC-135RS of the 351st ARS, 100th ARW stationed at RAF Mildenhall. They have a unique tail code of a white D in a black rectangle, as shown on 62-3538 named *Bat Outta Hell*. Author

Osan AB, South Korea

Location: 38 miles south of Seoul

Major Command: PACAF

Host Unit: 51st FW OA/A-10A, F-16CG/DG, C-12J

Tenant Units: 7th Air Force (PACAF), 31st SOS (AFSOC) MH-53J/M; Det.1 33rd RQS (PACAF)

HH-60G; 5th RS (ACC) U-2S

Established as Osan-Ni (K-55) AB in November 1951, and was constructed by the US especially for operations during the Korean war. 18th FBW assigned from December 1952 until October 1954 flying numerous combat operations. Retained on standby status from 1954 until 1957 with primarily temporary duty and transient units only. Rotational traffic continued throughout the late 1950s and early '60s. Base was active with deployed aircraft during the 1968 Pueblo crisis, including F-105s and F-106s. 51st TFW formed in November 1971 as the major unit, providing South Korea with additional US air defense. Combat rescue elements of AFSOC also in residence.

RAF Fairford, England

Location: One mile south of Fairford, Glos

Major Command: USAFE

Host Unit: 424th ABS

Tenant Units: None

Established as RAF Station Fairford in 1944. Base used by RAF squadrons and USAAF Ninth Air Force as a staging facility for D-Day landings and Arnhem operations during the Second World War. Reduced to caretaker status in 1946. USAFE occupancy on 7 July 1950 for SAC B-47 rotations. Base returned to UK Ministry of Defence in June 1964. Site supported Concorde airliner field tests between 1969 and 1977. Base returned to USAFE control on 1 February 1979 for KC-135 operations, with the 11th Strategic Group formed on 15 November 1978. KC-10 and KC-135 tankers supported Operation 'El Dorado Canyon' in April 1986. European Tanker Task Force operations were centralized at Mildenhall, with Fairford ceasing regular flying operations during June 1990. Base

hosted numerous B-52 and later B-1 bombers for European exercises. B-52Gs flew bombing mission against Iraq from Fairford during Operation 'Desert Storm' early in 1991, hosted by the 806th Bomb Wing (Provisional). U-2 operations located here between from March 1995 until January 1996 when the detachment relocated to Istres AB, France. B-52Hs and B-1Bs flew more than 100 combat missions against Serbian targets during Operation 'Allied Force'. Fairford has been the home of the International Air Tattoo (now RIAT) extravaganza, the world's largest military air pageant, since 1985.

RAF Lakenheath, England

Location: 25 miles northeast of Cambridge

Major Command: USAFE

Host Unit: 48th FW F-15C/D, F-15E

Tenant Units: None

Facility opened as RAF Station Lakenheath in November 1941, with the USAF in residence from 27 November 1948. Established as a satellite base for Mildenhall, initially as a decoy, and from 1942 for heavy bombers. Ceased flight operations in May 1944. Reopened in April 1947 for RAF Bomber Command, but allocated to USAFE in July 1948 for use by SAC as a short term deployment base for SAC heavy bombers. B-29s arrived in August 1948, followed by B-50s, B-36s and B-47s rotating from the USA along with the KB-29 and KC-97 tankers. Base transferred from USAFE to SAC in May 1951. Returned to USAFE control in October 1959. 48th TFW relocated from Chaumont AB, France on 15 January 1960 with the F-100. Upgraded to the F-4D, F-111F and F-15C/D/E. Strike sorties against Libyan targets flown by F-111 Fs from the base in April 1986 for Operation 'El Dorado Canyon'. Despite having the majority of assets deployed to Italy, the base conducted bombing missions by F-15E aircraft against Serbian targets during Operation 'Allied Force' during 1999. Lakenheath will probably be the sole USAFE facility operating the F-22 Raptor for air defense duties in Europe, and may upgrade to the new Joint Strike Fighter eventually.



RAF Mildenhall, England

Location: 20 miles northeast of Cambridge

Major Command: USAFE

Host Unit: 100th ARW KC-135R

Tenant Units: 3rd Air Force (USAFE), 95th SRS (ACC) RC-135 rotations, 352nd SOG (AFSOC) MC-130H/P, C-130E, MH-53J/M, Naval Air Facility UC-12M

Established in October 1934 as RAF Station Mildenhall, becoming occupied by the US Air Force on 11 July 1950. Was an RAF bomber base from 1934 until 1945, and on standby status from 1946. Housed SAC B-29s from July 1950, and B-50s during 1952 and 1953. B-47s and KC-97s located between 1953 and 1958, with all of these SAC aircraft on rotation from their home bases in the United States. MATS UK terminal transferred from Burtonwood Depot to Mildenhall on 1 March 1959. Base reassigned from SAC to USAFE on 1 September 1959. US European Command airborne command post mission moved from France on 1 July 1966, initially with the C-118A, but later with the EC-135A/H. Unit designated 7120th ACCS, but changed to 10th ACCS on 1 January 1970. 513th TCW formed on 1 July 1966 with C-130 rotations displaced from Evreux Fauville AB, France. C-130s withdrawn for urgent duties in the Far East in 1968, with the 1648th MAS (Provisional) in residence between 8 July 1968 and 25 May 1969 equipped with mobilized Air Force Reserve C-124C units. 435th TAG in residence from 1 July 1975 to administer C-130 rotations, until 15 September 1978 when replaced by the 313th TAG. 306th Strategic Wing formed 30 June 1978 to operate KC-135s on rotation to the European Tanker Task Force, until replaced by the 100th ARW which formed as primary unit at Mildenhall in April 1992. 'Bravo Squadron' C-130 rotations ceased in March 1993. The 352nd SOG moved from RAF Alconbury to Mildenhall early in 1995 to consolidate European special forces assets at a single base. U-2s began to utilize Mildenhall in January 1975, with the occasional aircraft in transit to Cyprus. Not long afterwards U-2Rs began to operate from Mildenhall for short periods, and by March 1979 Detachment 4 was established for permanent operations. The U-2 presence ended in February 1983 when the TR-1As at Alconbury took over the duty. A similar situation occurred with the SR-71A, with the first visit occurring in September 1974, followed by occasional short term deployments. These increased to a permanent presence assigned to Det.4 until the type was prematurely withdrawn in March 1990.

Ramstein AB, Germany

Location: ten miles west of Kaiserslautern

Major Command: USAFE

Host Unit: 86th AW C-9A, C-20B, C-21 A, C-130E

Tenant Units: Headquarters USAFE

Established in August 1952 as Landstuhl AB, and renamed Ramstein AB in August 1958. Det 1, 86th FBW arrived from Neubiberg AB in 1952. Southside of base named Landstuhl AB, while the northside was named Ramstein, with the two separated by an autobahn. Base consolidated in December 1957, with the autobahn serving with the dual purpose as

the main entrance as well as an emergency runway. 86th FBW relocated to base in August 1952 and was resident until November 1968, but with various changes in title. Various headquarters stationed at Ramstein, including HQ Fourth Allied Tactical Air Force and Twelfth Air Force both from November 1957, HQ USAFE also in 1957 until 1959 when it was relocated to Sembach AB (and later Wiesbaden AB). HQ 17th Air Force at Ramstein in November 1959 until October 1972. HQ USAFE returned to Ramstein in March 1973. 26th TRW was major flying unit between October 1966 and January 1973 when the 86th TFW reformed. VIP role for the various headquarters in residence was increased by the assignment of aeromedical evacuation and airlift mission relocated from Rhein-Main AB beginning in 1993. Tactical assets withdrawn around the same time, with Ramstein serving as the primary gateway into Germany from both Air Force and Army forces.

Rhein-Main AB, Germany

Location: Seven miles southwest of Frankfurt

Major Command: USAFE

Host Unit: 626th AMSS no aircraft assigned

Tenant Units: None

Established as a Zeppelin port in 1936, with USAAF occupancy from mid 1945. Renamed Rhein-Main AB in September 1947. Housed fighter units briefly in 1945, before becoming a troop carrier and passenger facility in September 1946, following the closure of the military passenger terminal at Orly Field, Paris in October 1946. Intended as a bomber base, plans were changed, with Rhein-Main becoming the principal European air transport terminal between 1947 and 1959. Rhein-Main served as the main western base for operations throughout the Berlin Airlift from June 1948 until September 1949. Northern part of the base returned to the German government in April 1959 to become Frankfurt Airport. The 7406th and 7407th Support Squadrons were both at Rhein-Main from May 1955 until June 1974 operating the C-130A-II (and subsequently the C-130B-II and C-130E) and RB-57F (later redesignated WB-57F) to monitor activities within East Germany. Base assigned to MAC in July 1975, with only transport aircraft in residence. Resident aeromedical evacuation and airlift assets were relocated to Ramstein AB beginning in 1993, with Rhein-Main losing most of its mission. However the base was extremely busy with airlift and tanker traffic during 1999 to support Operation 'Allied Force'. During mid 1999 it was announced that the US is to vacate Rhein-Main, with the relocation taking between three and five years to accomplish.

Spangdahlem AB, Germany

Location: Nine miles east of Bitburg

Major Command: USAFE

Host Unit: 52nd FW OA/A-10A, F-16CJ/DJ

Tenant Units: None

Established in September 1952, with the 10th TRW arriving in May 1953. Wing moved to RAF Alconbury in August 1959 to make way for the 49th TFW. Latter wing relocated to Holloman AFB, New Mexico in July 1968, on condition that the unit remain dedicated to

NATO and could return to Europe should the need arise. To enable the base to function, the 7149th TFW was formed in July 1968 and remained active until September 1969 when the 36th Combat Support Group assumed responsibility for the assets at Spangdahlem AB under the 36th TFW at nearby Bitburg AB. The 52nd TFW was formed in December 1971 to control the squadron activities independently of the 36th TFW, and ironically has remained active while the 36th FW has relocated and Bitburg AB closed. Spangdahlem hosted F-117s for Operation 'Allied Force' in 1999 and saw combat missions launched from Germany for the first time in over 50 years. Resident F-16s also flew combat sorties from the base during the campaign.

Yokota AB, Japan

Location: 28 miles west of Tokyo

Major Command: PACAF

Host Unit: 374th AW C-9A, C-21 A, C-130E, UH-1N

Tenant Units: US Forces Japan, 5th Air Force (PACAF)

Base was called Sieiei Reform School pre-1940, and latter Tama Army Airfield. Was retitled Yokota AAFld in 1945 and became an Air Base in November 1955. During the Second World War the base was the center of Japanese Army Air Forces flight test activities, and also the site of the first meeting between Japanese and Italian wartime allies. Base occupied by US forces in September 1945, initially with C-46s flying cargo sorties. 3rd Bomb Group in residence between August 1946 and April 1950 flying night fighter, reconnaissance, light bomber and various airlift sorties. Same unit returned briefly late 1950, with a host of other units for combat operations during the Korean war. Base housed a wide variety of units subsequently flying intercept, fighter-bomber, airlift, reconnaissance and rescue missions. 67th TRW is residence between July 1957 and December 1960, followed by the 3rd BW from November 1960 to April 1964. Tactical assets operated from May 1964, with assignment to the 41st Air Division until January 1968 when the 347th TFW was formed. Wing relocated to USA in May 1971, with the 475th ABW being formed six months later to administer the base. USAF operations at the base reduced by agreement with the Japanese government. Subsequently base has become primarily a support facility for AMC passenger and cargo operations, although it still remains one of the largest airlift support bases in the Northwest Pacific region. 374th TAW moved here from Clark AB, Philippines in October 1989 as the primary unit.

Air National Guard & Air Force Reserve Command Facilities

Atlantic City International Airport, New Jersey

Location: Ten miles west of Atlantic City

Unit: 177th FW/NJ ANG F-16C/D

Bangor International Airport, Maine

Location: Four miles northwest of Bangor

Unit: 101st ARW/ME ANG KC-135E

Facility also houses 776th Radar Squadron (ACC).

Barnes Municipal Airport, Westfield, Massachusetts

Location: Three miles north of Westfield

Unit: 104th FW/MA ANG OA/A-10A

Birmingham Municipal Airport, Alabama

Location: In the northeastern suburbs of the city

Unit: 117th ARW/AL ANG KC-135R

Bradley International Airport, Windsor Locks, Connecticut

Location: 15 miles north of Hartford at East Granby

Unit: 103rd FW/CT ANG OA/A-1 OA

The Airport also has a CT ARNG unit in residence.

Buckley ANGB, Colorado

Location: Eight miles east of Denver

Unit: 140th Wing/CO ANG F-16C/D, C-21A, C-26B

The base is a former gunnery training facility and Navy base acquired for the Air National Guard in 1959. Complex also has Navy Reserve, Marine Corps Reserve, and CO ARNG units located. Due to its location in the central United States and proximity to Denver, Buckley receives a large number of transient aircraft. Due to be upgraded to full AFB status in due course.

Burlington International Airport, Vermont

Location: Three miles east of Burlington

Unit: 158th FW/VT ANG F-16C/D

Capital Municipal Airport, Springfield, Illinois

Location: Two miles northwest of Springfield

Unit: 183rd FW/ILANG F-16C/D

Channel Islands ANGB, Point Mugu, California

Location: On NAS Point Mugu

Unit: 146th AW/CA ANG C-130E

Charlotte/Douglas International Airport, Charlotte, North Carolina

Location: Five miles west of Charlotte

Unit: 145th AW/NC ANG C-130H

Cheyenne Municipal Airport, Wyoming

Location: In the northern suburbs of Cheyenne

Unit: 153rd AW/WY ANG C-130H

Dannelly Field, Montgomery Regional Airport, Alabama

Location: Seven miles southwest of Montgomery

Unit: 187th FW/AL ANG F-16C/D, C-26B

Des Moines International Airport, Iowa

Location: Within the southwest suburb of the city of Des Moines

Unit: 132nd FW/IA ANG F-16CG/DG

Dobbins ARB, Marietta, Georgia

Location: 16 miles northwest of Atlanta

Unit: HQ 22nd AF (AFRC), 94th AW (AFRC) C-130H

The base houses the Headquarters of the Georgia ANG, Georgia ARNG units, a US Army Reserve Center, as well as the Naval and Marine Corps Reserve Center Atlanta. The airfield also houses the huge Lockheed Martin facility, known as Air Force Plant 6, producing the C-130 and F-22.

Duke Field, Florida

Location: On western part of Eglin complex

Unit: 919th SOW (AFRC) MC-130E, C-130E/H

Duluth International Airport, Minnesota

Location: Five miles northwest of Duluth

Unit: 148th FW/MN ANG F-16A/B

Eastern West Virginia Regional Airport/Shepherd Field, Martinsburg, West Virginia

Location: Four miles southwest of Martinsburg

Unit: 167th AW/WV ANG C-130H

Ellington Field, Texas

Location: 17 miles southeast of Houston

Unit: 147th FW/TX ANG F-16C/D, C-26B

The base also has the Johnson Space Center flying a mixed complement of NASA aircraft, a US Coast Guard facility, and an Army National Guard element.

Forbes Field, Kansas

Location: Two miles south of Topeka

Unit: 190th ARW/KS ANG KC-135D/E

Formerly Forbes AFB, the facility also has del 1 of the 24th Medical Company, KS ARNG in residence with the UH-1V.

Fort Smith Municipal Airport, Arkansas

Location: Three miles southeast of Fort Smith

Unit: 188th FW/AR ANG F-16A/B

Fort Wayne International Airport, Indiana

Location: Five miles southwest of Fort Wayne

Unit: 122nd FW/IN ANG F-16C/D

NAS Fort Worth JRB, Carswell Field, Texas

Location: Seven miles northwest of Fort Worth

Unit: HQ 10th AF (AFRC); 301st FW (AFRC)

F-16C/D; 136th AW/TX ANG C-130H

The station also houses Army and Navy Reserve Squadrons.

Francis S Gabreski International Airport, Westhampton Beach, New York

Location: One mile north of Westhampton Beach

Unit: 106th ROW/NY ANG HC-130P, HH-60G

Fresno Air Terminal, California

Location: Five miles northeast of Fresno

Unit: 144th FW/CA ANG F-16C/D, C-26B

General Mitchell International Airport ARS.

Milwaukee, Wisconsin

Location: Seven miles south of Milwaukee

Unit: 440th AW (AFRC) C-130H, 128th ARW/WI ANG KC-135R

Gowen Field, Boise Air Terminal, Idaho

Location: Six miles south of Boise

Unit: 124th Wing/ID ANG OA/A-1 OA, C-130E

Large facility occupying the southern half of the airport with a contingent of Idaho ARNG and a field training site, as well as a Marine Corps Reserve unit.

Great Falls International Airport, Montana

Location: Five miles southwest of Great Falls

Unit: 120th FW/MT ANG F-16A/B

Greater Peoria Airport, Illinois

Location: Seven miles southwest of Peoria

Unit: 182nd AW/IL ANG C-130E

Grissom AFB, Indiana

Location: 15 miles north of Kokomo

Unit: 434th ARW (AFRC) KC-135R

Gulfport-Biloxi Regional Airport, Mississippi

Location: Adjacent to the city of Gulfport

Unit: Combat Readiness Training Center, no aircraft assigned

Harrisburg International Airport, Pennsylvania

Location: Ten miles east of Harrisburg

Unit: 193rd SOW/PA ANG EC-130E

Hector International Airport, Fargo, North Dakota

Location: Two miles north of Fargo

Unit: 119th FW/ND ANG F-16A/B

Homestead ARB, Florida

Location: Five miles northeast of Homestead

Unit: 482nd FW (AFRC) F-16C/D, Det.1 125th FW/FL ANG F-15A/B (alert det)

Hulman Regional Airport, Indiana

Location: Five miles east of Terre Haute

Unit: 181st FW/IN ANG F-16C/D

Jackson International Airport, Mississippi

Location: Seven miles east of Jackson

Unit: 172nd AW/MS ANG C-141C

Jacksonville International Airport, Florida

Location: 15 miles northwest of Jacksonville

Unit: 125th FW/FL ANG F-15A/B, C-26B

Joe Foss Field, Sioux Falls, South Dakota

Location: In northern suburbs of Sioux Falls

Unit: 114th FW/SD ANG F-16C/D

Key Field, Meridian, Mississippi

Location: Five miles southwest of Meridian

Unit: 186th ARW/MS ANG KC-135R, C-26A

Klamath Falls International Airport/
Kingsley Field, Oregon
Location: Five miles southeast of Klamath Falls
Unit: 173rd FW/OR ANG F-15A/B

Kulis ANGB, Anchorage International Airport,
Alaska
Location: On Anchorage International Airport
Unit: 176th Wing/AK ANG C-130H, HC-130H/P,
HH-60G

Lambert-St. Louis International Airport, Missouri
Location: Three miles west of St Louis
Unit: 131st FW/MO ANG F-15A/B

Lincoln Municipal Airport, Nebraska
Location: One mile northwest of Lincoln
Unit: 155th ARW/NE ANG KC-135R
Facility also has Nebraska ARNG units in residence

Louisville International Airport AGS
Standiford Field, Kentucky
Location: Four miles south of Louisville
Unit: 123rd AW/KY ANG C-130H

Louis Munoz Marin International Airport,
Puerto Rico
Location: East of San Juan
Unit: 156th AW/PR ANG C-130E

Mansfield Lahm Airport, Ohio
Location: Three miles north of Mansfield
Unit: 179th AW/OH ANG C-130H

March ARB, California
Location: Nine miles southeast of Riverside
Unit: HQ 4th AF (AFRC); 452nd AMW (AFRC)
KC-135R, C-141C; 163rd ARW/CA ANG
KC-135R

Martin State Airport, Baltimore, Maryland
Location: Eight miles east of Baltimore
Unit: 175th Wing/MD ANG OA/A-10A, C-130E

McEntire ANGB, Columbus, South Carolina
Location: 12 miles east of Columbia
Unit: 169th FW/SC ANG F-16CJ/DJ, C-130H
Base also has SC ARNG units located.

McGhee Tyson Airport, Knoxville, Tennessee
Location: Ten miles southwest of Knoxville
Unit: 134th ARW/TN ANG KC-135E

Memphis International Airport, Tennessee
Location: Adjacent to the city of Memphis
Unit: 164th AW/TN ANG C-141C

Minneapolis-St. Paul International Airport/
ARS, Minnesota
Location: In Minneapolis at the junction of the
Mississippi and Minnesota rivers
Unit: 934th AW (AFRC) C-130E; 133rd AW/MN
ANGC-130H

Moffett Federal Airport, California
Location: Two miles north of Mountain View
Unit: 129th ROW/CA ANG HC-130P, HH-60G

Nashville Metropolitan Airport, Tennessee
Location: Six miles southeast of Nashville
Unit: 118th AW/TN ANG C-130H

NAS New Orleans, Louisiana
Location: 15 miles south of New Orleans
Unit: 926th FW (AFRC) OA/A-10A; 159th FW/LA
ANGF-15A/B, C-130H

**A-10A 80-0232 'NO' of the 706th FS based at NAS
New Orleans, Louisiana. Brian Rogers**

New Castle County Airport, Delaware
Location: Five miles south of Wilmington
Unit: 166th AW/DE ANG C-130H
Airport also has DE ARNG units located

Niagara Falls International Airport/ARS,
New York
Location: Six miles east of Niagara Falls
Unit: 914th AW (AFRC) C-130H; 107th ARW/NY
ANGKC-135R

Otis ANGB, Massachusetts
Location: Seven miles northeast of Falmouth
Unit: 102nd FW/MAANG F-15A/B

Pease ANGB, New Hampshire
Location: Three miles west of Portsmouth
Unit: 157th ARW/NH ANG KC-135R

Greater Pittsburgh International Airport/
ARS, Pennsylvania
Location: 15 miles northwest of Pittsburgh
Unit: 911th AW (AFRC) C-130H; 171st ARW/PA
ANGKC-135E

Portland International Airport, Oregon
Location: In the northeast suburbs of Portland
Unit: 939th ROW (AFRC) HC-130P, C-130E,
HH-60G; 142nd FW/OR ANG F-15A/B, C-26A

Quonset State Airport, Rhode Island
Location: 20 miles south of Providence
Unit: 143rd AW/RI ANG C-130E

Reno/Tahoe International Airport/May Field,
Nevada
Location: Five miles southeast of Reno
Unit: 152nd AW/NV ANG C-130E





Richmond International Airport Byrd Field, Virginia

Location: Four miles southeast of Richmond
Unit: 192nd FW/VAANG F-16C/D

Rickenbacker International Airport, Ohio

Location: 13 miles southeast of Columbus
Unit: 121st ARW/OH ANG KC-135R

Rosecrans Memorial Airport, Missouri

Location: Four miles west of St Joseph
Unit: 139th AW/MO ANG C-130H

Salt Lake City International Airport, Utah

Location: Three miles west of Salt Lake City
Unit: 151st ARW/UT ANG KC-135E

Savannah International Airport, Georgia

Location: Four miles northwest of Savannah
Unit: 165th AW/GA ANG C-130H, Reserve field training site

Schenectady County Airport, Scotia, New York

Location: Two miles north of Schenectady
Unit: 109th AW/NY ANG C-130H, LC-130H, C-26B

Selfridge ANGB, Michigan

Location: Three miles northeast of Mount Clemens
Unit: 927th ARW (AFRC) KC-135E; 127th Wing/MI ANG-C-130E, F-16C/D
 Base has Army, Navy and Marine Corps reserve units as well as a Coast Guard Air Station in residence

Sioux Gateway Airport, Iowa

Location: Seven miles south of Sioux City
Unit: 185th FW/IA ANG F-16C/D

Sky Harbor International Airport, Phoenix, Arizona

Location: One mile south of central Phoenix
Unit: 161st ARW/AZ ANG KC-135E

Springfield-Beckley Municipal Airport, Ohio

Location: Five miles south of Springfield
Unit: 178th FW/OH ANG F-16C/D

Stewart International Airport, Newburgh, New York

Location: 15 miles north of West Point, US Military Academy
Unit: 105th AW/NY ANG C-5A

Syracuse Hancock International Airport, New York

Location: Five miles northeast of Syracuse
Unit: 174th FW/NY ANG F-16C/D

Toledo Express Airport, Swanton, Ohio

Location: 14 miles west of Toledo
Unit: 180th FW/OH ANG F-16CG/DG

Truax Field/Dane County Regional Airport, Wisconsin

Location: Two miles north of Madison
Unit: 115th FW/WI ANG F-16C/D, C-26B

Tucson International Airport, Arizona

Location: In the southern suburbs of Tucson
Unit: 162nd FW/AZ ANG F-16A/B/C/CG/D/DG, C-26B, ANG/AFRC Test Center with F-16s from the 162nd Fighter Wing

Tulsa International Airport, Oklahoma

Location: In the northeast suburbs of Tulsa
Unit: 138th FW/OKANG F-16CG/DG

A-10A 82-0659 of the 103rd FS, Pennsylvania ANG based at MAS Willow Grove JRB. Note the unusually large nose art on the starboard side.
 Brian Rogers

Volk Field, Madison, Wisconsin

Location: 90 miles northwest of Madison
Unit: ANG field training site, no aircraft assigned

William K Kellogg Airport, Battle Creek, Michigan

Location: Two miles west of Battle Creek
Unit: 110th FW/MI ANG OA/A-10A

Westover ARB, Massachusetts

Location: Ten miles northeast of Springfield
Unit: 439th AW (AFRC) C-5A
 Also has Army, Navy and Marine Corps reserve units

NAS Willow Grove ARS, Pennsylvania

Location: 14 miles north of Philadelphia
Unit: 913th AW (AFRC) C-130E; 111th FW/PA ANG OA/A-10A, C-26A
 Station has Army / Navy reserve units in residence.

Will Rogers World Airport, Oklahoma City, Oklahoma

Location: Seven miles southwest of Oklahoma City
Unit: 137th AW/OK ANG C-130H

Yeager Airport, Charleston, West Virginia

Location: Four miles northeast of Charleston
Unit: 130th AW/WV ANG C-130H

Youngstown-Warren Regional Airport ARS, Ohio

Location: 14 miles north of Youngstown
Unit: 910th AW (AFRC) C-130H
 Airport also has Army, Navy and Marine Corps reserve units, plus an FAA facility.

Total Aircraft Inventory



The US Air Force has an enormous fleet of aircraft to operate and maintain. These need to be funded to ensure there are adequate resources to enable such operation to be available throughout each fiscal year. Aircraft and helicopters are divided into the Primary Aircraft Inventory (PAI) and the Total Aircraft Inventory (TAI). The PAI is the number of aircraft required to meet the Primary Aircraft Authorisation (PAA), or in non-military parlance, the quantity of aircraft required for each type of operation. These are the aircraft allocated to a specific role, which are fully funded to enable the Air Force to function effectively. This number is normally available for duty at any given time and can be called upon to perform their role during peacetime. However the Air Force is a huge organization with more than 6,300 aircraft in service. Of these, the number considered as PAI aircraft is approximately 4,900. The remainder are allo-

cated to training, test, maintenance, repair or conversion, and number almost 1,450.

The Aerospace Maintenance and Regeneration Center (AMARC) at Davis-Monthan AFB, Arizona, has approximately 4,800 aircraft in storage, which were formerly operated by the Air Force, Navy, Marine Corps, Army and Coast Guard. Some are held as a ready reserve, and could be restored to operational status, although they would probably require a major overhaul prior to being declared fit for flying. Of the remainder, some are sold or transferred to overseas air arms, others are scrapped. Many serve as a source of spare parts, varying from small items, to larger components such as a replacement tail assembly, nose section, or wings, while others find a second career with government agencies. However none of the aircraft in AMARC are included in either the PAI or TAI.

The total aircraft inventory is presented within mission types. These details have not been obtained from official sources, although the quantity of aircraft is believed to be as accurate as possible, correct to 1 January 2000.

58th SOW HH-60G 82-23680 at Kirtland AFB, New Mexico, is one of more than a hundred Pave Hawks currently in service. Peter Foster

Photograph on the opposite page:
The reserves will be the final operators of the C-141 Starlifter, which is expected to remain in service until 2006. Despite this the reserve aircraft are receiving a new glass cockpit and other enhancements. C-141 B 64-0640 of the 183rd AS, Mississippi ANG has been modified and is now designated as a C-141C. Bob Archer

Type	Active Duty	AFRC	ANG	Total	Type	Active Duty	AFRC	ANG	Total
Bomber					: Reconnaissance / Battle Management / Command & Control				
B-1B	73		20	93	EC-18	3			3
B-2A	21		-	21	EC-130	23		8	31
B-52H	85	9	-	94	EC-135	3			3
Cargo / Transport					WC-135	2			2
C-5	81	32	13	126	EC-137	1			1
C-9	23			23	E-3	33			33
C-12	34		-	34	E-4	4			4
C-17A	56		-	56	E-8	10			10
C-20	13			13	OC-135	2			2
C-21	72		2	74	RC-135	20			22
C-22			3	3	under conversion	2			
VC-25	2			2	RQ-1	* 30			* 30
C-26			13	13	RQ-4	2			2
C-32	4			4	U-2	35			35
C-37	2		-	2	Rescue				
C-38	-		2	2	HC-130	1	8	13	22
C-130	195	109	226	530	Tankers				
LC-130			7	7	KC-10A	59			59
NC-130	4			4	HC-130	9			9
C-135	5		1	6	KC-135	259	69	222	550
C-137	2			2	NKC-135	3			3
C-141	113	46	18	177	Trainers				
NT-39	2		-	2	TC-18	2			(stored) 2
CASA-212	6		-	6	TC-135	2			2
Fighter / Attack					G-3	3	-		3
A-10	130	26	78	234	G-4	14			14
OA-10	90	24	25	139	G-7	9			9
F-15	621		115	736	G-9	4			4
YF-15	1		-	1	G-10	1	-		1
F-16	784	70	605	1459	G-11	2			2
F-22	2		-	2	T-1	180			180
F-117	52			52	T-3	t 110			t 110
YF-117	3			3	T-37	457			457
Helicopter					T-38	420			420
UH-1	63			63	AT-38	93			93
TH-53	6		-	6	T-39	2			2
HH-60	66	23	18	107	T-43	11			11
MH-60	3		-	3	OT-47	5			5
Special Operations Forces					UV-18	3	-		3
AC-130	20			20	Total	4539	430	1389	6358
MC-130	52	14		66	* indicates an estimated number; t indicates awaiting a decision on their future following grounding				
MH-53	38		-	38					





A spectacular Spring 2000 shot of the USAF Air Demonstration Squadron, better known as the Thunderbirds', performing a precision maneuver. The Nellis-based team displays with their F-16C and D models at numerous home and overseas venues throughout the airshow season. USAF Official

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